



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

# Comprehensive Design Plan Parkland and Rock Creek

## CDP-2101

REQUEST	STAFF RECOMMENDATION
Up to 770 residential dwelling units, including 350-440 single-family attached dwellings, 130-170 single-family detached dwellings, and 110-160 age restricted multifamily dwelling units, as well as approximately 6,000 square feet of commercial/retail space.	APPROVAL with conditions

<b>Location:</b> On the north side of Westphalia Road, south of Ritchie Marlboro Road, approximately 1,790 feet west of their intersection.	
Gross Acreage:	156.87
Zone:	R-M/L-A-C/M-I-O
Dwelling Units:	770
Gross Floor Area:	6,000 sq. ft.
Planning Area:	78
Council District:	06
Election District:	15
Municipality:	N/A
200-Scale Base Map:	204SE09
<b>Applicant/Address:</b> Stanley Martin Companies, LLC 6404 Ivy Lane, #600 Greenbelt, MD 20770	
<b>Staff Reviewer:</b> Henry Zhang, AICP, LEED AP <b>Phone Number:</b> 301-952-4151 <b>Email:</b> Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	03/03/2022
Planning Board Action Limit:	03/04/2022
Staff Report Date:	02/17/2022
Date Accepted:	12/09/2021
Informational Mailing:	09/20/2021
Acceptance Mailing:	12/08/2021
Sign Posting Deadline:	02/01/2022

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

## Table of Contents

EVALUATION CRITERIA .....	3
FINDINGS .....	3
1. Request .....	3
2. Development Data Summary .....	4
3. Location .....	4
4. Surrounding Uses .....	4
5. Previous Approvals.....	5
6. Design Features .....	5
COMPLIANCE WITH EVALUATION CRITERIA .....	8
7. Zoning Map Amendments (Basic Plan)- .....	8
8. Prince George’s County Zoning Ordinance.....	10
9. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance .....	16
10. Referral Comments .....	17
RECOMMENDATION .....	26

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Comprehensive Design Plan CDP-2101  
Type I Tree Conservation Plan TCP1-022-2021  
Parkland and Rock Creek

The Urban Design Section has completed its review of the subject application and agency referral comments concerning the plan and recommends APPROVAL, as stated in the Recommendation section of this report.

**EVALUATION CRITERIA**

- a. The requirements of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*-Approved Zoning Change 9 of the Sectional Map Amendment/Sector Plan Development Concept 4: The Villages at Westphalia;
- b. The requirements of the Prince George's County Zoning Ordinance governing development in the Residential Medium Development (R-M) Zone, the Local Activity Center (L-A-C) Zone, and the Military Installation Overlay (M-I-O) Zone.
- c. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Prince George's County Tree Canopy Coverage Ordinance.
- d. Referral comments.

**FINDINGS**

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

1. **Request:** This comprehensive design plan (CDP) application proposes to develop a 156.87-acre site with up to 770 residential dwelling units, including 350–440 single-family attached dwellings (townhouses), 130–170 single-family detached dwellings, and 110–160 age-restricted multifamily dwelling units, as well as approximately 6,000 square feet of commercial/retail space.

2. **Development Data Summary:**

<b>Gross tract area</b>	156.87 acres
<b>Gross tract area in the R-M Zone</b>	138.74 acres
100-year floodplain in the R-M Zone	13.24 acres
Net tract area	132.12 acres
Base density*of the R-M-zoned property (3.6 x 132.12 acres)	475 dwelling units
Proposed density **in the R-M Zone	475 dwelling units
<b>Gross tract area in the L-A-C Zone</b>	18.13 acres
100-year floodplain in the L-A-C Zone	0.38 acre
Net tract area	17.75 acres
Residential acreage proposed	17.23 acres
Base density*of the L-A-C (Neighborhood) zoned property (8.0 x 17.23 acres)	137 dwelling units
Proposed density **in the L-A-C Zone	137 dwelling units
Commercial acreage proposed	0.90 acre
Base commercial intensity (0.16 floor area ratio (FAR) per acre)	6,273 sq. ft.
Commercial development proposed	6,000 sq. ft. (0.15 FAR)

**Notes:** \* Per Section 27-486(a) of the Prince George’s County Zoning Ordinance, residential density determinations in the Local Activity Center (L-A-C) Zone shall be based on an average number of dwelling units per gross residential acre. Residential density determinations in the Residential Medium Development (R-M) Zone shall be 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.

\*\* The proposed density is governed by the previously approved basic plans, as stated in Zoning Change 9 of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (see discussion in Finding 7 below).

3. **Location:** The subject property is the remaining eastern portion of a larger development known as The Villages at Westphalia, referenced as Sector Plan Development Concept 4 of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). The subject site is located north of Westphalia Road, south of Ritchie Marlboro Road, approximately 1,790 feet west of their intersection, west of the Preserve at Westphalia, in Upper Marlboro, Maryland. The site is also located in Planning Area 78 and Council District 6.

4. **Surrounding Uses:** The site is bounded to the north by the right-of-way of Ritchie Marlboro Road, with property in the Residential-Agricultural (R-A) Zone beyond; to the east by the development known as The Preserve at Westphalia (approved in Specific Design Plan SDP-1901), which is the first part of the larger project known as The Villages at Westphalia, in the R-M and L-A-C Zones; to the south by the right-of-way of Westphalia Road, with Residential-Estate (R-E) and R-M zoned properties beyond; and to the west by existing

single-family detached homes in the R-E Zone. The small southwestern corner of the site is also covered by the Military Installation Overlay (M-I-O) Zone, as it is located in the vicinity of Joint Base Andrews.

- 5. Previous Approvals:** The Westphalia Sector Plan and SMA rezoned a larger property of approximately 223.5 acres from the R-A Zone to the R-M and L-A-C Zones. As part of the approval of these comprehensive design zones, the Prince George's County District Council approved Sector Plan Development Concept 4 as the basic plan for development of the subject property. The specific land use types and development quantities/densities are stated in Approved Zoning Change 9 of the SMA (see Finding 7 for specific land use types, densities, and spatial relationship).

A comprehensive land use study of the Westphalia Sector Plan and SMA was conducted before its initiation. The sector plan specifically states that the land use concepts serve as the basic plan for those properties in the comprehensive design zones (see page 91).

The adjoining property to the east of the subject site, which is known as The Preserve at Westphalia, approved under CDP-1701 and SDP-1901, and the subject site make up the majority of the Villages at Westphalia approved in the Westphalia Sector Plan and SMA. The small 2-acre Parcel 95, known as the Washington parcel and located just north of Westphalia Road, is not part of this application nor any previous CDP. It is the last remaining parcel that was part of the Villages at Westphalia rezoning.

- 6. Design Features:** The subject CDP is bounded on the north and south sides by the public rights-of-way of Ritchie Marlboro Road and Westphalia Road, respectively. A master plan right-of-way, MC-631, Suitland Parkway Extended, which is categorized as a major collector roadway, is proposed through the site along the western boundary connecting Ritchie Marlboro Road and Westphalia Road and providing the main accesses to the proposed development. The alignment of MC-631 is slightly different from the location shown on the approved Westphalia Sector Plan and SMA, to avoid environmental features.

Five distinct pods of development have been proposed along MC-631, from north to south, including Pod 1, which is labeled as Section A, zoned R-M, and contains the age-restricted multifamily residential development with direct access from Ritchie Marlboro Road; Pod 2, which is labeled as Sections B and C, zoned R-M, is predominantly for single-family detached homes and some townhouses; Pod 3, which is labeled as Section D, zoned R-M and L-A-C, is for townhouses only; Pod 4, which is labeled as Sections E and F, zoned R-M and L-A-C, includes both single-family detached units and townhouses; and Pod 5, which is labeled as Section G, zoned L-A-C, proposes 6,000 square feet of commercial/retail development. Pods 2 and 3 are accessed via MC-631. Pods 4 and 5 are accessed from the Preserve at Westphalia property to the east.

Staff has several design concerns about the proposed illustrative layout of the development. Pod 2, Section B, which is proposed predominantly for single-family detached units, has a cluster of townhouses that are centrally located in the middle of the section. This central location would be better utilized as a community green space to serve as a gathering place for future residents. Townhouses should be separated from single-family detached units via streets or other natural features. In addition, on-site private recreational facilities that serve each pod should be located in a central location of the respective development pod as a focal point of the community. Conditions requiring the applicant to consider these design issues

in the preparation of the preliminary plan of subdivision (PPS) have been included in the Recommendation section of this report.

Parking has been an issue in compact townhouse developments throughout the County. This project has three development pods that are for townhouses only. Additional parking that is 10 percent more than the requirement in Part 11 of the Zoning Ordinance should be provided at the time of SDP.

**Development Standards**

This CDP also includes development standards for the single-family detached units, single-family attached (Townhouse) units, and age-restricted multifamily dwelling units as follows:

**Single-Family Detached Units**

STANDARDS\*

Minimum Net Lot Area	6,000 square feet
Minimum Front Yard Setback	20 feet
Minimum Rear Yard Setback	20 feet ****
Minimum Side Yard Setback	
(one side/combined)	5 feet/10 feet
Minimum Lot Width at Street Line	44 feet
Minimum Lot Width at Front BRL	44 feet
Minimum Lot Width at Street (cul-de-sac)	25 feet
Maximum Height	40 feet
Maximum Lot Coverage	50 percent
Minimum Rear Yard Area	1,000 square feet

**Single-Family Attached (Townhouse) Units\*\***

STANDARDS\*

Minimum Net Lot Area	
16-foot-wide	1,200 square feet
20-foot-wide	1,400 square feet
22-foot-wide	1,600 square feet
24-foot-wide	1,800 square feet
Minimum Front Yard Setback	6 feet
Minimum Lot Width at Street Line	16 feet***
Minimum Lot Width at Front BRL	16 feet***
Minimum Space between end buildings	15 feet
Minimum Gross Living Space	1,250 square feet
Maximum Height	45 feet
Minimum Rear Yard Area	300 square feet

## Multifamily Building

### STANDARDS\*

Maximum Building Height	110 feet
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#### Other Design Standards:

A minimum of 60 percent of all townhouse units shall have a full front façade (excluding gables, bay windows, trim, and doors) constructed of brick, stone, or stucco. For all alley-located townhouses, a deck, a minimum of four feet in depth, shall be a standard feature. Any deck may encroach on a rear setback by up to 10 feet. Highly visibly end units for dwelling units require additional design and finish treatments that shall be decided at the time of SDP approval.

**Notes:** \* Modifications to the standards can be granted by the Prince George’s County Planning Board and/or the District Council on a case-by-case basis, with the approval of a PPS or SDP.

\*\* Additional requirements for townhouses are discussed in Section IV of the statement of justification (SOJ)—Relationship to the Provisions of the Zoning Ordinance.

\*\*\* The minimum width of townhouses is 16 feet for interior units and 20 or larger for end units. At least 80 percent of the single-family attached lots shall be a combination of 20, 22, and 24 feet in width to achieve the highest architectural quality and variety of unit sizes. The Planning Board and/or the District Council may allow variations to these standards, in accordance with Section 27-480 of the Zoning Ordinance, during review of the SDP.

\*\*\*\* Minimum 150-foot lot depth required adjacent to Ritchie Marlboro Road.

The proposed development standards that will govern this development are acceptable. Since this is the remaining portion of the larger development, the standards in this development should be consistent with those approved in the Preserve at Westphalia. Staff notes that certain standards such as those related to the minimum lot width of the single-family detached units and yard area of the single-family attached units, should be consistent with the previously approved standards. The adjusted standards have been included in the Recommendation section of this report.

In addition, this CDP also includes development standards for the commercial component that have been included in the Recommendation section of this report, as follows:

## Commercial Development

### STANDARDS\*

Minimum Front Yard Setback	10 feet
Minimum Rear Yard Setback	10 feet
Minimum Side Yard Setback	10 feet
Maximum Building Height	30 feet
Lighting	Full Cutoff optics
	0.0 Light levels at common property line

Signage to be in accordance with the requirements of the Commercial Office (C-O) Zone.

**Note:** \* Modifications to the standards can be granted by the Planning Board and/or the District Council on a case-by-case basis, with the approval of a PPS or SDP.

### Green Building Techniques

A development project of this large scale with multiple phases has numerous opportunities to apply green building and sustainable site development techniques to achieve green building certification and environmental excellency. The applicant should apply those techniques, as practical, at the time of SDP. For the residential component, Stanley Martin Homes, which is the builder for the residential development, will use the Home Energy Rating Score index rating system. However, there is no relevant information provided for the multifamily and commercial/retail uses. A condition has been included in the Recommendation section of this report, requiring the applicant to provide sustainable site and green building techniques that will be used in this development with the submittal of SDP.

## COMPLIANCE WITH EVALUATION CRITERIA

- Zoning Map Amendments (Basic Plan)-Approved Zoning Change 9 of the Sectional Map Amendment/Sector Plan Development Concept 4 for The Villages at Westphalia in the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment:** The larger property of approximately 223.5 acres, which consists of 183.5 acres in the R-M Zone and 40 acres in the L-A-C Zone, including the subject site, was rezoned to the L-A-C and R-M Zones from the R-A Zone by the Westphalia Sector Plan and SMA. Westphalia Sector Plan Development Concept 4 (page 106) serves as the basic plan for the larger property. The District Council approved the eastern portion of the larger development, known as The Preserve at Westphalia (under CDP-1701), in 2018, that has been evaluated for fulfillment of the basic plan. The subject application has been reviewed for conformance with the remaining requirements of the basic plan. The specific land use types, development quantities, and densities for each zone are stated in Approved Zoning Change 9 of the SMA (page 91), as follows:

**The R-M (Residential Medium) and L-A-C (Local Activity Center) comprehensive design zones implement the sector plan recommendation for low- to moderate-density residential, neighborhood-oriented commercial and institutional land uses on these three properties. Public Record Exhibit 58**



contains an illustration for a comprehensively planned mix of civic, residential, commercial, and open space uses as the basic plan (as amended by CR-2-2007 (DR-2) below) for these comprehensive design zones per Section 27-478 of the Zoning Ordinance. The land use relationships illustrated in Exhibit 58 are represented in SMA Rezoning Development Concept 4 (see Appendix 1). The land use types and quantities approved for the Rock Creek Baptist Church, Washington, and Bean properties are defined by CR-2-2007 (DR-2), SMA Amendment 3 as follows:

- **Land Use Types: All uses allowed in the R-S and L-A-C Zones.**
- **Land Use Quantities (to be determined at CDP, based on Exhibit 58):**
  - R-M (3.6) Zone—Approximately 183.5 acres, capped at 4.0 DU/gross acre**
    - Residential—712 units**
    - Age-Restricted Community—160 units**
    - Public/Quasi-Public Use—Church, school and recreation amenities**
  - L-A-C (Neighborhood) Zone: Approximately 40 acres capped at 8.0 DU/gross acre**
    - Residential—Approximately 12 acres**
    - Residential—320 units**
    - Commercial/Retail (including live/work)—25,000 square feet gross floor area**
    - Country Inn—40,000 square feet gross floor area**

**Comprehensive Design Plan Review Considerations:**

- **MC-631 is located on the subject property and should connect directly to the portion of MC-631 located on the Woodside Village property at a four-way intersection with Westphalia Road.**

The basic plan (Development Concept 4 in Appendix 1) calls for a mix of residential and commercial uses interspersed between a host of amenities along a major collector roadway, MC-631, which runs north-south direction through the site along its western boundary area between Westphalia Road and Ritchie Marlboro Road.

The approved CDP-1701 includes up to 330 residential dwelling units of both single-family detached and attached. The Planning Board approved PPS 4-17034 in 2020, for 292 single-family detached and attached lots. The subject CDP application proposes up to 170 single-family detached units and up to 440 single-family attached units, as well as up to 160 age-restricted multifamily units in both the R-M and L-A-C Zones totaling 1,062 units, which is within the combined total of 1,192 dwelling units as approved with the basic plan.

The basic plan also includes 40 acres of land in the L-A-C Zone, of which about 12 acres was approved for residential use, with a gross floor area of 25,000 square feet of commercial/retail uses (including live/work), as well as a Country Inn of 40,000 square feet. The previously approved CDP-1701 contains 19.45 acres in the L-A-C Zone, and approximately 2.00 acres was approved for future commercial/retail uses of approximately 12,500 square feet. The subject CDP has 18.13 acres of land area in the L-A-C Zone and the Country Inn would be located in Pod 3 within the R-M Zone. The applicant's SOJ states that the intended structure "... is in severe disrepair and the Country Inn concept is no longer financially viable." In addition, the CDP includes less than an acre of land area in the L-A-C Zone for approximately 6,000 square feet of commercial/retail uses.

The review by the Community Planning Division dated February 1, 2022 (McCray to Zhang), found that this CDP does not meet the land use quantities intended for the L-A-C zoned portion of the property. The proposed commercial square footage is significantly lower than the approved land use quantities. However, the basic plan approval indicates that the exact land use quantities were to be determined at CDP, based on Exhibit 58. In order to create a viable local activity center and more closely meet the intent of the basic plan, the applicant should increase the commercial land area in the L-A-C Zone to a minimum of three acres to achieve a minimum five acres, in combination with the two acres approved in CDP-1701. In addition, the applicant should also increase the gross floor area allocated for commercial/retail uses. Since the approved CDP-1701 has provided half of the 25,000 square feet, this CDP should provide the remaining half of 12,500 square feet. A condition has been included in this report, requiring the applicant to increase both the commercial land area and gross floor area in the L-A-C Zone prior to certificate approval of this CDP. The remaining basic plan land use quantities of approximately 130 dwelling units and the 40,000-square-foot Country Inn, or other non-residential use, could be used for any future increase in development on this property, or for any potential redevelopment of the two-acre Washington property, which would require a new or amended CDP.

This site has a master plan roadway (MC-631) that will intersect Westphalia Road in the south and then continue into the Woodside Village property. The basic plan calls for a four-way intersection with Westphalia Road. The applicant is working diligently with the owner of the Woodside Village property, which is beginning to proceed with a CDP. Based on the consideration approved with the basic plan, this four-way intersection of MC-631 and Westphalia Road should be shown on the CDP. A condition has been included in the Recommendation section of this report, requiring the applicant to graphically show a conceptual four-way intersection at a mutually agreed location on the CDP.

8. **Prince George's County Zoning Ordinance:** This application has been reviewed for conformance with the requirements of the Zoning Ordinance governing development in the R-M, L-A-C, and M-I-O Zones, as follows:

- a. In accordance with Section 27-515(b) of the Zoning Ordinance, the proposed residential use consisting of both single-family detached and attached units, and age-restricted multifamily units, as well as commercial/retail uses, are permitted in the R-M and L-A-C Zones, pursuant to the approved basic plan.
- b. **Density Increments:** The subject site is split-zoned in the R-M (138.74 acres) and L-A-C (18.13 acres) Zones. Each zone has specific density requirements and factors that can be utilized to increase the density, subject to the development caps established in the basic plan. In the R-M Zone, in accordance with Section 27-509, Regulations, of the Zoning Ordinance, for the Residential Medium 3.6 development, the base density is 3.6 dwelling units per acre and the maximum density is 5.7 dwelling units per acre. The proposed 475 dwelling units in the R-M Zone is at the base density of 3.6 dwelling units per acre and there are no density increments requested.

For the L-A-C Zone, the CDP proposes 137 units. In accordance with Section 27-496 of the Zoning Ordinance, the Neighborhood Center allows a residential density of 8.0–12.1 dwelling units per residential acre. The basic plan capped the L-A-C Zone residential development at a total of 320 dwelling units for the entire 40 acres. The CDP can only support 138 dwelling units, per the acreage proposed for residential development in the L-A-C Zone. The proposed 137 dwelling units in the L-A-C Zone are at the base density of 8.0 dwelling units per acre and there are no density increments requested.

However, if the residential acreage is to be reduced to increase the acreage for commercial/retail uses, the total residential dwelling units in the L-A-C Zone may need to be reduced, unless density increments are credited.

- c. **Development Standards:** A comprehensive set of development standards for both residential uses, including single-family detached, attached and age-restricted multifamily dwelling units, and commercial/retail uses have been provided with this CDP. Urban Design staff have reviewed the proposed development standards and recommended revisions, as discussed in Finding 6 above, that have been included in the Recommendation section of this report.
- d. In accordance with Section 27-521(a) of the Zoning Ordinance, prior to approving a CDP, the Planning Board must make the following required findings:
  - (1) **The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

As discussed in Finding 7 above, the subject site, as part of a larger property, was rezoned to the R-M and L-A-C Zones by the Westphalia Sector Plan and SMA. The exhibit attached to the sector plan, along with Approved Zoning Change 9, serves as the basic plan for the property. The proposed CDP is in conformance with the approved basic plan for the development types, quantities, and general spatial relationship among uses, except for development quantities for the commercial/retail uses in the L-A-C Zone. As discussed previously, certain square footage and land area should be maintained in order to create a vibrant local activity center. The Urban Design Section has proposed conditions to address the inconsistency that will bring the CDP into conformance with the sector plan and the basic plan contained within it.

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

The flexibility inherent in the comprehensive design zones, such as the R-M and L-A-C Zones in this application, will allow the applicant to produce a much better environment than in regular Euclidean zones and to achieve high standards for the development. This CDP will create a better environment when compared to the existing development in the Westphalia area. The proposed CDP will have approximately one-fourth of the larger property preserved in green open space, including those regulated environmental features, by using a compact urban development pattern, especially for the townhouse sections. This fusion of urban- and suburban-style development cannot be achieved under normal regulations designed solely for suburban settings.

**(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;**

Approval is warranted because the CDP includes design elements and a land use vision that are consistent with the approved basic plan. The CDP does include the bulk standards for the proposed single-family detached units, single-family attached units, and age-restricted multifamily dwelling units, as well as commercial/retail uses, as discussed in Finding 6. As noted above, staff recommends adjustments to the standards, such as maximum lot coverage for the single-family detached lots, maximum building height for multifamily buildings and a minimum yard area for single-family attached lots. However, staff supports the approval of the CDP because it includes various housing types, multiple locations of recreational facilities and amenities, and future commercial/retail uses that are consistent with the approved basic plan, subject to conditions included in the Recommendation section of this report.

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

The subject site is part of a larger property that was rezoned to the R-M and L-A-C Zones by the Westphalia Sector Plan and SMA as a planned community that is compatible with the existing land use, zoning, and facilities in the immediate surroundings. The sector plan envisions a local activity center with low to medium residential development on the property. The proposed development, as the remaining part of the larger Villages at Westphalia project, is to implement this land use vision.

**(5) Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:**

**(A) Amounts of building coverage and open space;**

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

**(C) Circulation access points;**

The application is in general conformance with the layout, development types, and unit distribution, as shown on Development Concept 4 and in Approved Zoning Change 9 (page 91), which is the basic plan for this CDP. The CDP should be revised to increase the land area and total gross floor area for commercial/retail uses in the L-A-C Zone and to conform to the design guidelines. In terms of amount of building coverage and open space, relationship with abutting land uses, circulation, and access points, the CDP has been reviewed for consistency in terms of development standards with the previously approved Preserve at Westphalia project and is acceptable, if the proposed conditions are adopted. Additional evaluation, analysis and review of these elements will be carried out at the time of PPS and SDP reviews.

**(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;**

The CDP includes a phasing plan that consists of eight phases to fully construct the proposed development. The applicant proposes to start the residential development in the L-A-C Zone in the first two phases, and townhouses in the R-M Zone in the north part in Phase 3. Between those three phases are development in the Phases 4, 5, and 6. The proposed age-restricted multifamily building fronting on Ritchie Marlboro Road will be in Phase 7. Staff agrees with the staging in general and further understands that specific development sequence will be defined with the progression of each review stage.

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

According to the Transportation Planning Section (Burton to Zhang, February 2, 2022), the proposed development will not be an unreasonable burden on available transportation facilities.

The Special Projects Section (Thompson to Zhang, January 25, 2022) provided comments on water and sewer category, fire and rescue, police facilities and public schools. The development proposed in this application will not be an unreasonable burden on the available public facilities. Further adequate public facility tests will be carried out at time of approval of a PPS.

**(8) Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:**

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

The subject property is adjacent to the Talburtt Tobacco Barn Historic Site (78-009) to the east. The proposed CDP does not propose an adaptive re-use of a historic site.

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

This section is overridden by Finding 12 below, pursuant to Section 27-226(f)(4) of the Zoning Ordinance.

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

The Environmental Planning Section has reviewed the CDP's conformance with Type 1 Tree Conservation Plan TCP1-022-2021. In a memorandum dated February 3, 2022, the Environmental Planning Section concluded that the CDP is in conformance with TCP1-022-2021, which is recommended for approval.

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

As stated previously, the Environmental Planning Section has reviewed the proposed TCP1-022-2021 included with this CDP and concluded that all regulated environmental features on the subject site have been preserved and/or restored, to the fullest extent possible, and recommended approval of this CDP with conditions that have been included in the Recommendation section of this report.

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

The subject property was rezoned to the R-M and L-A-C Zones through the Westphalia Sector Plan and SMA, which is pursuant to Section 27-226(f)(4). Public Record Exhibit 58 was referenced in the record and was further represented in Development Concept 4, which is the basic plan for a larger property including the subject site. Therefore, the guidelines are in accordance with Section 27-480(g) of the Zoning Ordinance, which states the following:

- (g) When property is placed in a Comprehensive Design Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:**

- (1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property should establish and provide guidance for the development regulations to be incorporated in the Specific Design Plan.**
- (2) The limitations on the maximum percentages of townhouse and multifamily dwelling units contained in Section 27-515(b)(7), footnote 29, the lot area requirement in Subsection (b) above, and the lot width requirements in Subsection (e) above shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.**

The development standards for the townhouse development of the site have been provided and the staff suggests revisions to provide for units that are in keeping with the regulations of the comprehensive design zones, as contained in Section 27-480, which mirrors the development standards for the Preserve at Westphalia (CDP-1701) and most other townhouse communities in the County. The reason staff believes this is appropriate in this location is that the proposed development is not within the town center of Westphalia. As such, an additional 10 percent parking above the requirements in Part 11 of the Zoning Ordinance is also recommended.

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

This provision is not applicable to the subject application because this development is not a regional urban community.

- e. **Military Installation Overlay Zone:** This application is partially located within the M-I-O Zone for both Height and Noise. Pursuant to Section 27-548.54 of the Zoning Ordinance, Requirements for Height, the applicant must meet the applicable requirements for properties located in Right Runway Area Label: E Conical Surface (20:1). Pursuant to Section 27-548.55 of the Zoning Ordinance, Requirements for Noise, the applicant must meet the applicable requirements for Noise Intensity Zone Area Label: 60 db–74 db. Conformance with the applicable requirements of the M-I-O Zone will be reviewed at time of SDP that shows specific uses and buildings.

**9. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance:** This CDP has been reviewed for conformance with the Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance, as follows:

- a. **Woodland and Wildlife Habitat Conservation Ordinance:** A numbered Woodland Conservation Letter of Exemption was issued for the site (E-053-00) for timber harvest, which was approved August 1, 2000. A Type 2 Tree Conservation Plan, TCP2-015-2018, was approved in May 2019 for a portion of the site for the Washington Gas Pipeline Easement, and later revised in October 2019 (TCP2-015-2018-01).

A revised TCP1 has been submitted with the current application, which shows the overall 156.90-acre site with a net tract area of 143.30 acres. The site has 90.44 acres of existing woodland in the net tract area and 13.29 acres of existing woodlands in the floodplain. The woodland conservation threshold is 27.59 acres (19 percent of the site’s overall net tract area). The woodland conservation worksheet shows the removal of 53.97 acres of woodland on the net tract area, 0.85 acre of woodlands in the floodplain, and 0.45 acre of woodlands off-site, resulting in a woodland conservation requirement of 80.02 acres. This requirement is proposed to be met with 33.42 acres of woodland preservation, 5.73 acres of afforestation, and 4.23 acres of off-site credits.



No technical revisions to the TCP1 have been identified during the current review, but revisions in response to other staff referrals may result in minor revisions to the TCP1 prior to certification.

- b. **Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that require a grading permit for more than 5,000 square feet of disturbance or gross floor area. Properties that are zoned L-A-C are required to provide a minimum of 10 percent of the gross tract area in tree canopy, and properties that are zoned R-M are required to provide a minimum of 15 percent. During the future review of SDPs, the applicant must demonstrate conformance with the relevant requirements of the Tree Canopy Coverage Ordinance.

**10. Referral Comments:** Given the limited scope of the request, the subject application was referred to only a few concerned agencies and divisions. The referral comments and major findings are summarized, as follows:

- a. **Community Planning**—In a memorandum dated February 1, 2022 (McCray to Zhang), included herein by reference, the Community Planning Division staff finds that, pursuant to Section 27-521(a)(1) of the Zoning Ordinance, this application does not conform to the design guidelines or standards intended to implement the development concept recommended by the Westphalia Sector Plan and SMA.

The Westphalia Approved Sector Plan and SMA recommends low-density residential and mixed-use neighborhood center land uses on the subject property. The mixed-use neighborhood center is intended to, “develop distinct commercial activity centers serving communities and neighborhoods outside the town center core area with medium-to high-density, mixed-use commercial, retail, and office development that is designed around a main street and anchored by shared amenities such as open space or civic centers” (page 29).

This application does not meet the land use quantities intended for the L-A-C-zoned portion of the property. The applicant proposes 6,000 square feet of commercial space. However, the Westphalia Approved Sector Plan and SMA designates a minimum of 25,000 square feet gross floor area of commercial/retail space. A condition is included herein, requiring an increase in the commercial square footage.

- b. **Subdivision**—In a memorandum dated January 31, 2022 (Gupta to Zhang), included herein by reference, the Subdivision Section noted that right-of-way dedication is proposed along the property’s frontage of Westphalia Road to the south, and Ritchie Marlboro Road to the north. Right-of-way dedication is also shown for master-planned major collector road Suitland Parkway Extended (MC-631). Internal circulation is proposed via a network of public and private streets and alleys. Principal access to the property is proposed from MC-631, and a direct access is proposed to Ritchie Marlboro Road from the area marked for age-restricted housing. Vehicular and pedestrian access is also proposed to the adjoining Preserve at Westphalia development, albeit for only a portion of the proposed development located to the southeast. No connections are designed between the residential portion of the development and the age-restricted housing

or commercial development. The lotting and circulation pattern, and any required rights-of-way dedication, will be reviewed further with the PPS application.

The Subdivision Section also provided comments related to issues such as the overall layout, approval sequence, access, on-site street network and connection, possible variation, that will be reviewed at time of PPS and have been transmitted to the applicant. The Subdivision Section recommends approval of this application with two conditions that have been included in this report.

- c. **Environmental Planning**—In a memorandum dated February 3, 2022 (Kirchhof to Zhang), included herein by reference, the Environmental Planning Section provided a review of this CDP application. Relevant findings have been included in this staff report or are summarized, as follows:

**Preservation of Regulated Environmental Features/Primary Management Area:** The overall site contains streams, wetlands, wetland buffers, and 100-year floodplain within the delineated primary management area (PMA), which are to be protected by conservation easements to the fullest extent possible as determined at the time of PPS and SDP reviews. The CDP application package includes a SOJ for eight proposed impacts to the PMA, which are shown on the CDP and TCP1. No PMA impacts are approved with CDP-2101. A PMA SOJ was provided with this application, due to the numerous environmentally sensitive areas which exist on-site. Impacts were reviewed at a general level, to identify impacts that should be focused on. PMA impacts will be reviewed at time of PPS. No specimen tree removals are approved with CDP-2101. A variance for the removal of specimen trees will be reviewed at time of PPS.

The Environmental Planning Section recommends approval of CDP-2101 with three conditions that have been included in the Recommendation section of this report.

- d. **Historic Preservation**—In a memorandum dated January 19, 2022 (Stabler and Smith to Zhang), included herein by reference, it was noted that Historic Preservation Commission provided a comprehensive review of the subject application and voted 6-0-1 (the Chair voted "present") at its January 18, 2022 meeting to forward findings, conditions, and recommendations to the Planning Board, with conclusions summarized as follows:

- The subject application is adjacent to the Talburtt Tobacco Barn Historic Site (78-009). This and all subsequent applications will be reviewed by the Historic Preservation Commission for effects of new development on the Historic Site. The barn is a prominent landmark on the north side of Westphalia Road.
- The Historic Preservation Commission encouraged the retention of an open view of the Talburtt Tobacco Barn from Westphalia Road during the review of The Preserve at Westphalia (CDP-1701 and PPS 4-17034). With the subject application, a "Type E" buffer will be recommended on the developing property along the shared property boundary with the Talburtt Tobacco Barn Historic Site Environmental Setting (78-009) to encourage

retention of the existing tree and fence line and to buffer the potential visual impact of the rear elevations of proposed adjacent townhouses.

- The house on Parcel 16, possibly served as the Westphalia Post office in the late nineteenth and early twentieth centuries. All structures located on Parcel 16 should be recorded on a Maryland Inventory of Historic Properties (MIHP) form prior to demolition. This MIHP form should be submitted for review to the Historic Preservation Section, before its submittal in final to the Maryland Historical Trust by the applicant.
- The stone at the southwest corner of Parcel 16 and the northwest corner of Parcel 25 should be preserved in place. This feature of the developing property may be suitable for the nearby installation of an interpretive sign as an amenity within the community.
- Because of the moderate-to high probability of the subject property to contain significant prehistoric and historic archeological resources, a Phase I archeology survey is recommended. The applicant should submit a draft Phase I archeology report to Historic Preservation staff with the PPS application.
- Although the subject CDP application via an illustrative plan proposes the general location of development, lotting patterns and the orientation of buildings will be reviewed at the time of PPS. Architectural compatibility of proposed structures visible from the Talburtt Tobacco Barn Historic Site (78-009) will be reviewed at the time of SDP.

The Historic Preservation Commission recommends approval of CDP-2101 with five conditions that have been included in the Recommendation section of this report.

- e. **Transportation Planning**—In a memorandum dated February 2, 2022 (Burton to Zhang), included herein by reference, the Transportation Planning Section provided a comprehensive review of the application’s conformance with the requirements of the Zoning Ordinance, Westphalia Sector Plan and SMA, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the traffic impact study dated September 2021, summarized as follows:

The subject site will be served by major roads along the northern, southern, and western boundaries. The planned right-of-way for these facilities will facilitate the design and construction of shared-use paths as recommended by the MPOT, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) with written correspondence. The applicant shall provide a network of pedestrian and bikeway facilities internal to site to facilitate adequate connection for pedestrian and bicycle travel in accordance with the MPOT’s policies and goals. The exact location and design of said facilities shall be evaluated with future applications.

The site is being proposed with a rather fragmented system of development pods and limited opportunity for inter-Pod connection. While environmental conditions can be a contributing factor, more inter-pod connections need to be provided for both pedestrians and bikers. A direct public street connection from Westphalia Road, through the southern pod (Pod E) is required, to minimize the total site traffic that will be forced into the adjacent (Preserve at Westphalia) subdivision.

**Analysis of Traffic Impacts**

The subject property is currently unimproved and is located within Transportation Service Area 2, as defined in the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035). As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Prince George's County Subdivision Regulations, is permitted at signalized intersections within any transportation service area subject to meeting the geographical criteria in the "Transportation Review Guidelines".

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed:

(a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines - Part 1- 2012". The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions.

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Ritchie Marlboro Road and Westphalia Road *	24.2 seconds	39.4 seconds
Ritchie Marlboro Road and Orion Lane *	21.9 seconds	15.5 seconds
Ritchie Marlboro Road and White House Road	B/1034	B/1003
Ritchie Marlboro Road and Sansbury Road	B/1107	B/1004
Westphalia Road and MD 4	C/1202	D/1356
Westphalia Road and D'Arcy Road *	22.3 seconds	25.2 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.		

The traffic study identified 25 background developments whose impact would affect some or all of the study intersections. Based on the last 10 years of daily traffic along MD 4 (Pennsylvania Avenue), it was determined that no growth has occurred. Applying the traffic for those background developments, the following represents the results for the background conditions.

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Ritchie Marlboro Road and Westphalia Road-Orion Lane **	73.5 seconds	164.7 seconds
Ritchie Marlboro Road and White House Road	C/1157	C/1208
Ritchie Marlboro Road and Sansbury Road	B/1053	D/1331
Westphalia Road and MD 4	F/1658	F/1909
Westphalia Road and D'Arcy Road *	76.8 seconds	>200.0 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study. ** This intersection represents a realignment of Orion Lane and Westphalia Road.		

Using the trip rates from the Guidelines, as well as the 10th Edition, *Trip Generation Manual* (Institute of Transportation Engineers - ITE) the study has indicated that the subject application represents the following trip generation:

Table 1 - Trip Generation							
Land Use	Density-Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Single Family	180	27	108	135	105	57	162
Townhouse	440	62	246	308	229	123	352
Senior Adult - Multifamily	160	8	13	21	16	10	26
Shopping Center (ITE-820)	12,500 sq. ft.	7	5	12	23	25	48
Less pass-by (50%)		-4	-2	-6	-15	-9	-24
Net retail trips		3	3	6	8	16	24
<b>Total new trips</b>		100	370	<b>470</b>	358	206	<b>564</b>

The table above indicates that the development as proposed, will be adding 470 AM and 564 PM net new peak trips. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Ritchie Marlboro Road and Westphalia Road-Orion Lane ** Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	82.9 seconds >100 <b>C/1154</b>	> 200.0 seconds >100 <b>D/1343</b>
Ritchie Marlboro Road and White House Road	C/1282	D/1330
Ritchie Marlboro Road and Sansbury Road	B/1135	D/1410
Westphalia Road and MD 4	<b>F/1686</b>	<b>F/1938</b>
Westphalia Road and D'Arcy Road * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	95.3 seconds >100 A/758	>200.0 seconds >100 A/848
Ritchie Marlboro Road and Rock Creek Access * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	>200.0 seconds >100 <b>E/1584</b>	>200.0 seconds >100 <b>F/1736</b>
Westphalia Road and Preserve at Westphalia Access *	11.3 seconds	11.2 seconds
Westphalia Road and Parkland Access *	11.3 seconds	11.2 seconds
Ritchie Marlboro Road and Senior Living Access * Tier 1: HCS Delay test Tier 2: Minor Street Volume	111.4 seconds <100	170.2 seconds <100
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study. ** This unsignalized intersection represents a realignment of Orion Lane and Westphalia Road.		

The results under total traffic conditions show that three intersections have failed to reach the policy threshold for transportation adequacy. The unsignalized intersections of Ritchie Marlboro Road and Westphalia Road-Orion Lane, and Ritchie Marlboro Road and Rock Creek Access have both failed the three-step test required for unsignalized intersections. Consequently, the traffic impact study is recommending that the applicant provides a signal warrant analysis for both intersections. If either or both of these intersections is deemed to be warranted, the applicant will be required to install said signal(s) if such installation is approved by the permitting agency. Regarding the intersection of MD 4 at Westphalia Road-Old Marlboro Pike, while inadequate levels of service are projected for this intersection, pursuant to the provisions of approved Prince George's County Council Resolution CR-66-2010, the applicant will be required to contribute to the Westphalia Public Facilities Financing and Implementation Program District. The amount of the contribution will be determined at the time of PPS.

Having reviewed the traffic impact study, staff is in general agreement with its overall conclusions and recommendations. Regarding the street layout on the proposed site, there are two design issues that are not supported by staff. Those issues are as follows:

**Internal Street Circulation (Pod E):**

The initial site layout shows the overall development being built within seven pods labeled A-G. Pod E is the southern-most of the pods and is located on the north side of Westphalia Road. Staff had originally required a public street connecting MC-631 on the west side of the property with the stub connection to the adjacent Preserve at Westphalia development to the east. This east-west residential street would provide a more desirable circulation pattern, by connecting Pods D and E with the adjacent development. However, internal discussions with Environmental staff revealed that soil conditions along that potential path would render the construction of such a road infeasible. In lieu of this connection, staff now recommends that a public street be built, to provide direct access from Pod E to Westphalia Road. This road would then connect with the stub connection on the western side of the Preserve at Westphalia development and will provide a continuous public connection between two public roadways.

**Physical Connections Between New Development and Existing Communities:**

Page 148 of Plan 2035 provides the following narrative:

*“Many of the County’s recent residential developments have discouraged physical connections—roads and trails—with neighboring communities due to concerns over privacy, noise, and cut-through traffic. However, reducing connectivity has been shown to actually cause, rather than remedy, congestion. It also discourages walking and biking, which worsens commute time, air quality, and community health.”*

For many years, the County has approved plans that promote and recommend connections between new developments and existing ones. The narrative cited above speaks to the rationale on why these connections are necessary. Immediately west of the proposed development is the existing Westphalia Woods subdivision, approved in the early 1980’s. This fully built subdivision has a single point of access on Westphalia Road. There are three internal streets, all ending with a cul-de-sac,

while Matapeake Drive, the only street accessing Westphalia Road, ends as a stub end at the property line that is common to that community and the subject property. It would seem reasonable that this stub end of Matapeake Drive was intended to be extended to the adjacent and now subject property. To that end, staff recommends that a 60-foot residential street connection be shown linking the stub end of Matapeake Drive and MC-631 on the proposed development.

The Transportation Planning Section concludes that the staging of development will not be an unreasonable burden on available public facilities, as required by Section 27-521, subject to conditions that have been included in the Recommendation section of this report.

f. **Special Projects**—In a memorandum dated January 25, 2022 (Thompson to Zhang), included herein by reference, Special Projects Section found that the subject application meets the requirements of the respective public facilities. Further adequate public facilities test for the proposed development will be carried out at PPS review.

g. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated February 4, 2022 (Yu to Zhang), included herein by reference, DPR provided discussion as follows:

Mandatory dedication of parkland pursuant to Section 24-134(a) of the Subdivision Regulations provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the proposed density of development, five percent of the net residential lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to approximately 7.81 acres.

The CDP shows the fulfillment of the requirement with on-site private recreation facilities. The details of these amenities and the cost estimates will be provided with the subsequent PPS and SDP applications.

The applicant shall make a monetary contribution into a “park club”. The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars, as recommended by the Westphalia Sector Plan and SMA. M-NCPPC shall adjust the amount of the contribution using the Consumer Price Index for inflation at the time of payment. Monetary contributions shall be used for construction, operation, and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area. DPR’s conditions relative to the park club contribution and private on-site recreational facilities will be addressed at the time of PPS.

h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the preparation of this technical staff report, DPIE did not offer comments on the subject application.

i. **Prince George’s County Police Department**—At the time of the preparation of this technical staff report, the Police Department did not offer comments on the subject application.



j. **Prince George's County Health Department**—In a memorandum dated January 6, 2022 (Adepoju to Zhang), included herein by reference, the Health Department provided several comments, as follows:

- The applicant should consider designating retail space within the commercial development for a food facility that provides healthy food options.
- The applicant must obtain a raze permit from DPIE for the removal of existing building structures on the property.
- All well and septic structures that are discovered during the development of the site are to be abandoned and backfilled according to regulatory standards.
- Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.
- The public health value of access to active recreational facilities has been well documented. Indicate the location of active recreational facilities within 0.25 mile of the proposed residences.
- The CDPs should include open spaces and “pet friendly” amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/picnic areas.
- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.
- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 *Maryland Standards and Specifications for Soil Erosion and Sediment Control*.

Those comments have been transmitted to the applicant. The three comments on pedestrian, recreational facilities and pet friendly amenities are consistent with site design guidelines of the comprehensive design zone that will be further implemented at PPS and SDP stages. A condition has been included in the Recommendation section, requiring the applicant to put the last two comments as site plan notes on the CDP.

- k. **Westphalia Sector Development Review Committee (WSDRC)**—At the time of the preparation of this technical staff report, WSDRC did not offer comments on the subject application.

## RECOMMENDATION

Based upon the preceding evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-2101, and Type I Tree Conservation Plan TCP1-022-2021, for Parkland and Rock Creek, subject to the following conditions:

1. Prior to certificate approval of the comprehensive design plan (CDP), the following revisions shall be made, or information shall be provided:
  - a. Provide a minimum three acres in the Local Activity Center Zone, directly adjacent to the approved acreage to the east in the Preserve at Westphalia project, for the local activity center and 12, 500 square feet of gross floor area for future commercial/retail uses.
  - b. Submit a list of sustainable site and green building techniques that will be used in this development included in the design guidelines.
  - c. Provide a bicycle and pedestrian circulation exhibit to show a network of pedestrians and bikeway facilities internal to the site, including the 10-foot-wide master plan shared-use path along the subject site frontage of MC-631. The exact amount and location of those facilities will be determined based on the density approved with the preliminary plan of subdivision and further evaluated at time of specific design plan.
  - d. Revise the density calculation, or the development data located on Sheet 1 so that the total number of residential dwellings proposed in the Residential Medium Development and Local Activity Center Zones, under the column “Provided Density”, are consistent with the maximum unit number of residential dwellings listed in the development data.
  - e. Redesign the site layout to show the following modifications. The exact design shall be accepted by the Transportation Planning Section:
    - (1) Show a 60-foot street connection between the stub end of Matapeake Drive and MC-631.
    - (2) Show a public street connection to Westphalia Road from Pod E to the stub connection in the Preserve at Westphalia development to the east.
    - (3) Modify the site circulation plan to facilitate a traditional site circulation pattern which provides intra-parcel connections to transportation facilities and land uses on site.

- f. Show a conceptual location on the CDP of a four-way intersection of MC-631 and Westphalia Road, with an extension of MC-631 on the Woodside Village property to the south.
2. Total development within the subject property shall be limited to uses which generate no more than 470 AM peak-hour trips and 564 PM peak-hour trips, unless modified by the adequate public facilities test for transportation at the time of preliminary plan of subdivision.
  3. This development is governed by the following design standards:

**Single-Family Detached Units**

STANDARDS\*\*

Minimum Net Lot Area	6,000 square feet
Minimum Front Yard Setback	20 feet
Minimum Rear Yard Setback	20 feet*
Minimum Side Yard Setback	
(one side / combined)	5 feet/10 feet
Minimum Lot Width at Street Line	50 feet
Minimum Lot Width at Front BRL	50 feet
Minimum Lot Width at Street (cul-de-sac)	40 feet
Maximum Height	40 feet
Maximum Lot Coverage	50 percent
Minimum Rear Yard Area	1,000 square feet

**Single-Family Attached (Townhouse) Units**

STANDARDS\*\*

Minimum Net Lot Area	
16-foot-wide	1,200 square feet
20-foot-wide	1,400 square feet
22-foot-wide	1,600 square feet
24-foot-wide	1,800 square feet
Minimum Front Yard Setback	6 feet
Minimum Lot Width at Street Line	16 feet***
Minimum Lot Width at Front BRL	16 feet ***
Minimum Distance Between Buildings	15 feet
Minimum Gross Living Space	1,250 square feet
Maximum Height	45 feet
Minimum Rear Yard Area	300 square feet

**Other Design Standards:**

A minimum of 60 percent of all townhouse units shall have a full front façade (excluding gables, bay windows, trim, and doors) of brick, stone, or stucco.

For all alley-loaded townhouses, a cantilevered deck, a minimum four feet in depth, shall be a standard feature.

Highly visible end units for dwelling units require additional design and finish treatments, that will be decided at the time of specific design plan approval.

**Notes:** \*A deck or patio can encroach into the rear yard by 10 feet.

\*\*Variation to the standards can be granted by the Prince George’s County Planning Board on a case-by-case basis, with the approval of a specific design plan.

\*\*\*The minimum width is 16 feet for interior units and 22 feet or larger for end units. At least 80 percent of the single-family attached lots shall be a combination of 20, 22, and 24 feet in width to achieve the highest architectural quality and a variety of unit sizes. The Prince George’s County Planning Board and/or the Prince George’s County District Council may allow variations to these standards, in accordance with Section 27-480 of the Prince George’s County Zoning Ordinance, during review of the specific design plans.

**Multifamily Building – Age-restricted**

STANDARDS\*

Maximum Building Height	110 feet
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**Note:** \* Modifications to the standards can be granted by the Prince George’s County Planning Board on a case-by-case basis, with the approval of a specific design plan.

**Commercial Development**

STANDARDS\*

Minimum Front Yard Setback	10 feet
Minimum Rear Yard Setback	10 feet
Minimum Side Yard Setback	10 feet
Maximum Building Height	30 feet
Lighting	Full Cutoff optics
	0.0 Light levels at common property line

**Other Standards:**

The design standards for all freestanding on-site signs shall be determined by the Prince George’s County Planning Board for each individual development at the time of specific design plan review. As a guide, signage should be reviewed, in accordance with the requirements of the Commercial Office Zone.

**Note:** \*Modifications to the standards can be granted by the Prince George’s County Planning Board on a case-by-case basis, with the approval of a specific design plan.

4. Development of this subdivision shall be in conformance with the approved Type 1 Tree Conservation Plan TCP1-022-2021, as amended. The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-022-2021 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

5. At the time of preliminary plan of subdivision (PPS), the applicant shall:

- a. Label the dedication of all rights-of-way for MC-631, A-39, and P-616, as identified by the Prince George’s County Planning Department.
- b. Determine a contribution to the Public Facilities Financing and Implementation Program. The exact amount will be determined based on the density approved for the PPS.
- c. Prepare Phase I (Identification) archeological investigations, according to the 2005 *Planning Board’s Guidelines for Archeological Review*, on the above-referenced property to determine if any cultural resources are present. Evidence of Maryland-National Capital Park and Planning Commission concurrence with the final Phase I report and recommendations is required prior to signature approval.

Upon receipt of the report by the Prince George’s County Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of the final plat, the applicant shall provide a plan for:

- 1) Evaluating the resource at the Phase II level, or
- 2) Avoiding and preserving the resource in place.

If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or the approval of any grading permits.

- d. Provide a Phase 1 Noise Study, which shall delineate the unmitigated 65 dBA Ldn noise contour line on the subject property, as measured from Ritchie Marlboro Road. If any proposed residential lots or outdoor play areas are within the unmitigated 65 dBA Ldn noise contour line, a Phase II Noise Study shall be required at the time of applicable specific design plan.

6. At the time of specific design plan (SDP), the applicant shall:
  - a. Provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Maryland-National Capital Park and Planning Commission staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.
  - b. Document all buildings on Parcel 16 through the completion of a Maryland Inventory of Historic Properties (MIHP) form according to Maryland Historical Trust (MHT) standards by a qualified 36CFR60 consultant. The draft and final MIHP form shall be reviewed and approved by Historic Preservation Section staff prior to submittal by the applicant to MHT.
  - c. Provide the following site plan notes on the SDP:

“The applicant shall conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George’s County Code.”

“The applicant shall conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
  - d. Provide tracking tables for both the percentage of those townhouses that have 100 percent brick front elevations and those townhouses that have frontage width larger than 16 feet.
  - e. Provide a highly visible end unit exhibit and corresponding elevations of the proposed architecture models.
  - f. Provide an additional 10 percent parking for visitors and a fire engine turning radius exhibit for the townhouse development pods.
7. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

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

8. Prior to the issuance of permits for this development, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

9. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency’s access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- A. Ritchie Marlboro Road and Westphalia Road-Orion Lane

Conduct a signal warrant study for this intersection and install signal if it is deemed to be warranted and approved for construction by the Prince George’s County Department of Permitting, Inspections and Enforcement.

- B. Richie Marlboro Road and Rock Creek Access

Conduct a signal warrant study for this intersection and install signal if it is deemed to be warranted and approved for construction by the Prince George’s County Department of Permitting, Inspections and Enforcement.

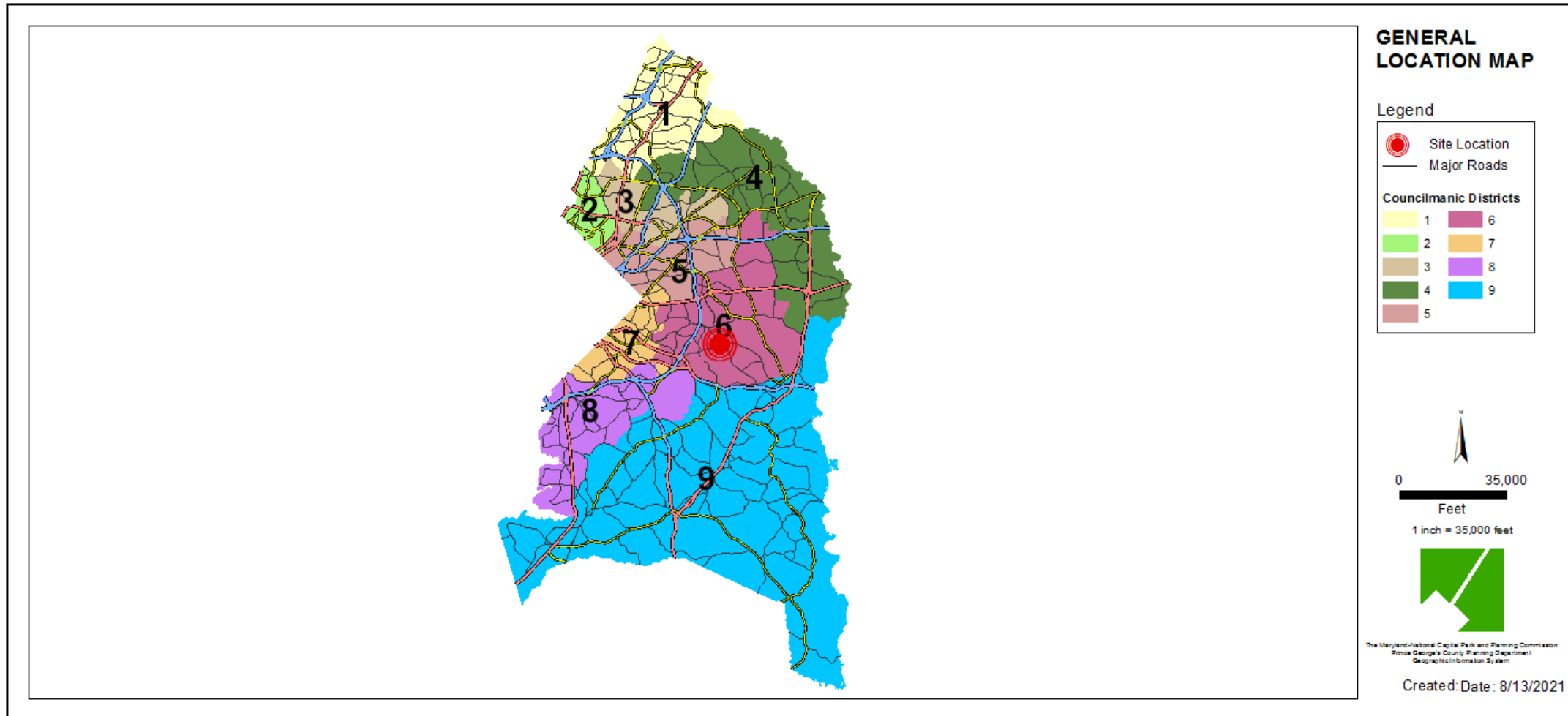




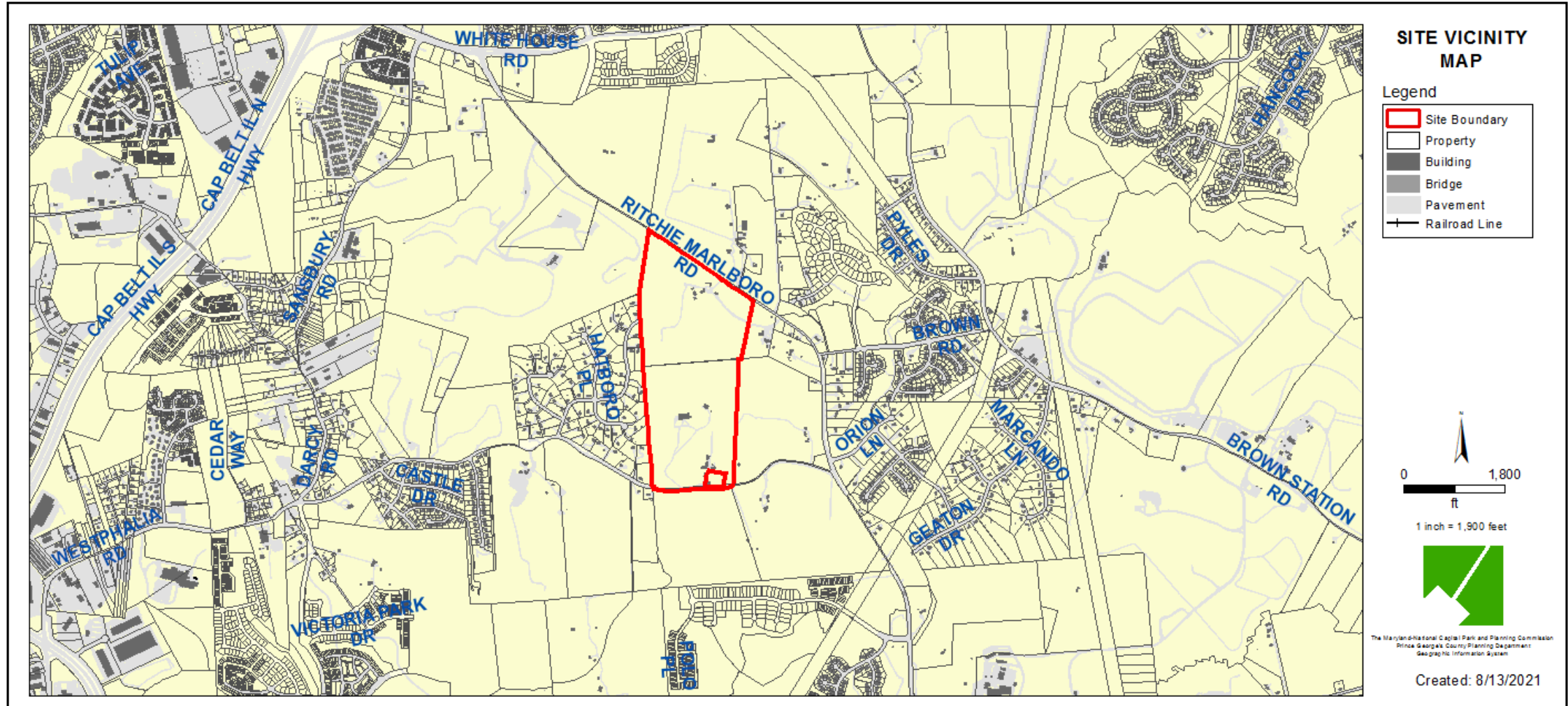
# GENERAL LOCATION MAP

Council District: 06

Planning Area: 78

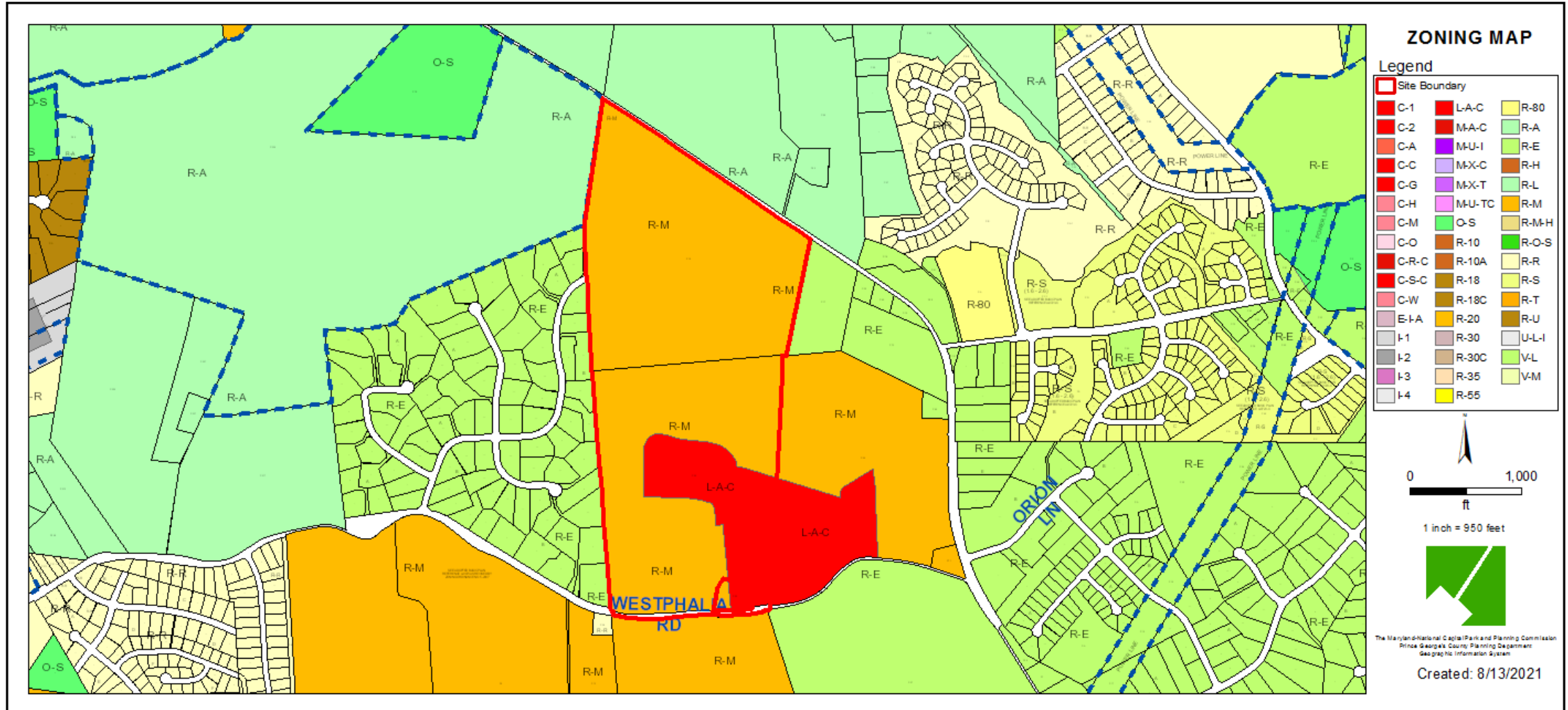


# SITE VICINITY MAP

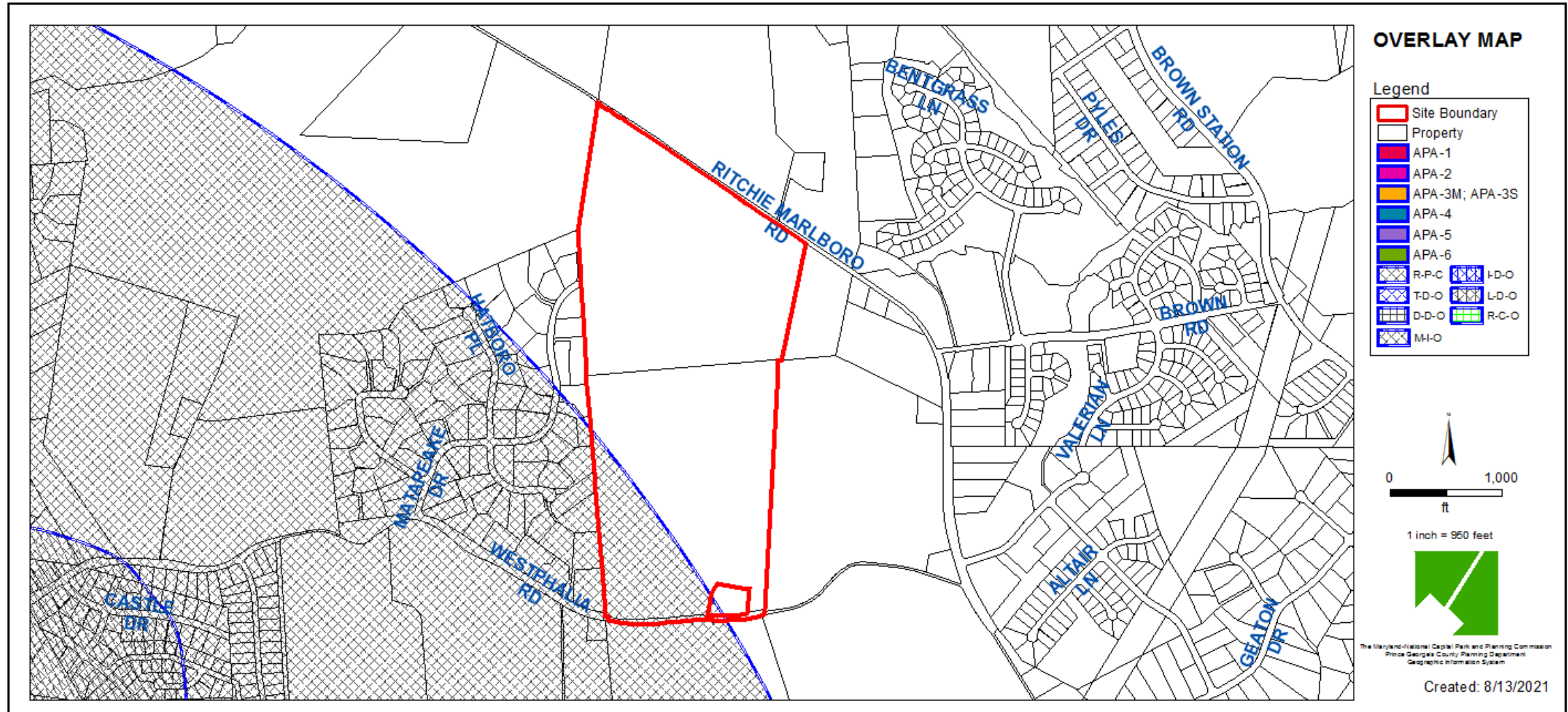


# ZONING MAP

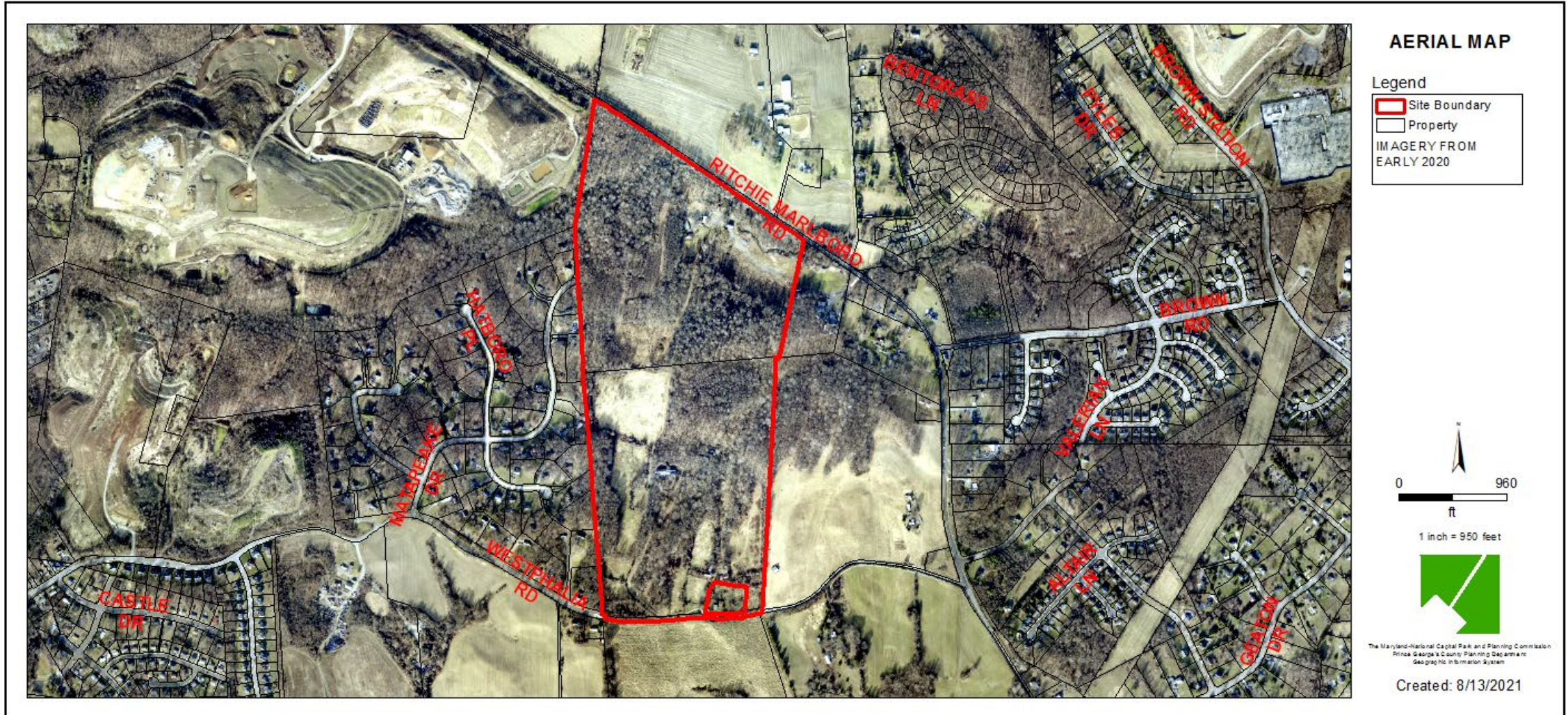
Property Zone: R-M/L-A-C



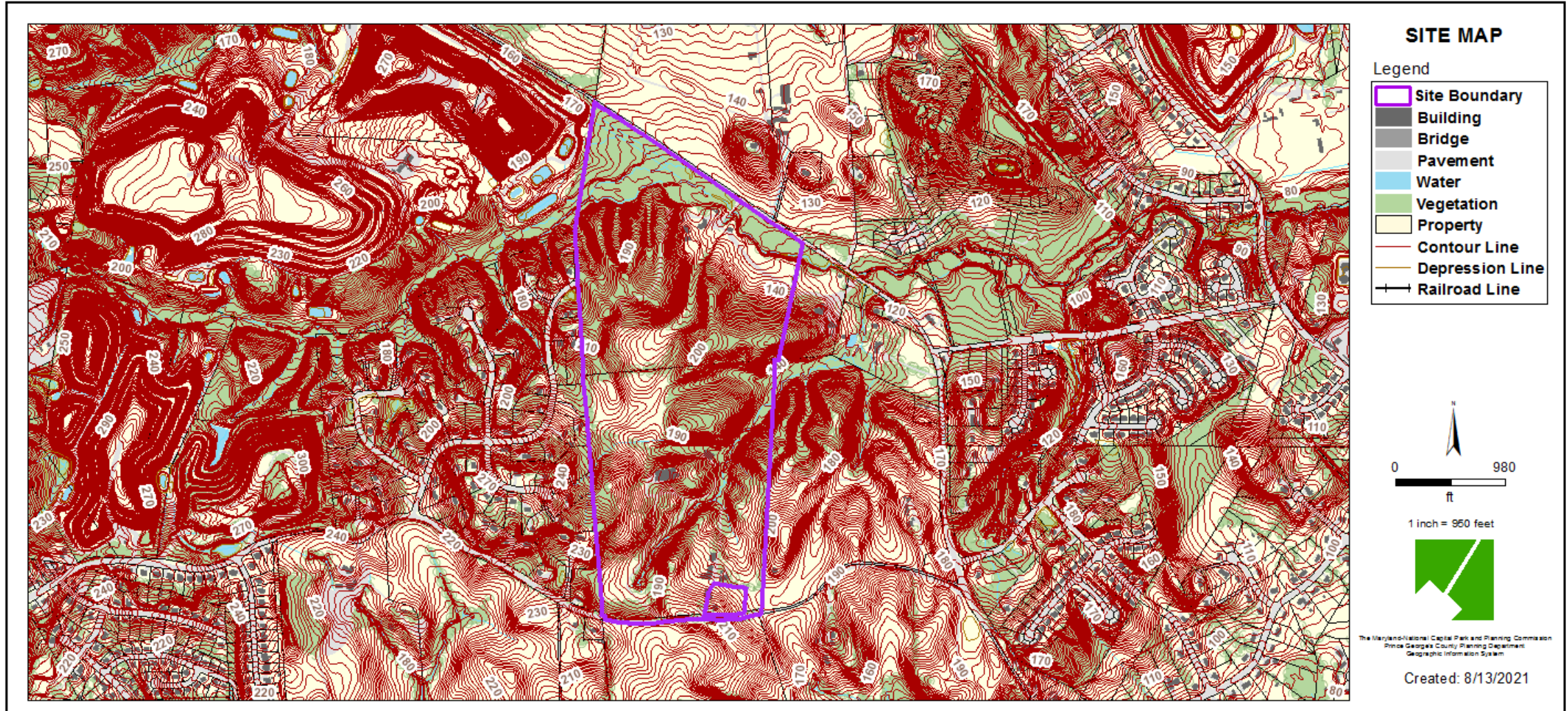
# OVERLAY MAP



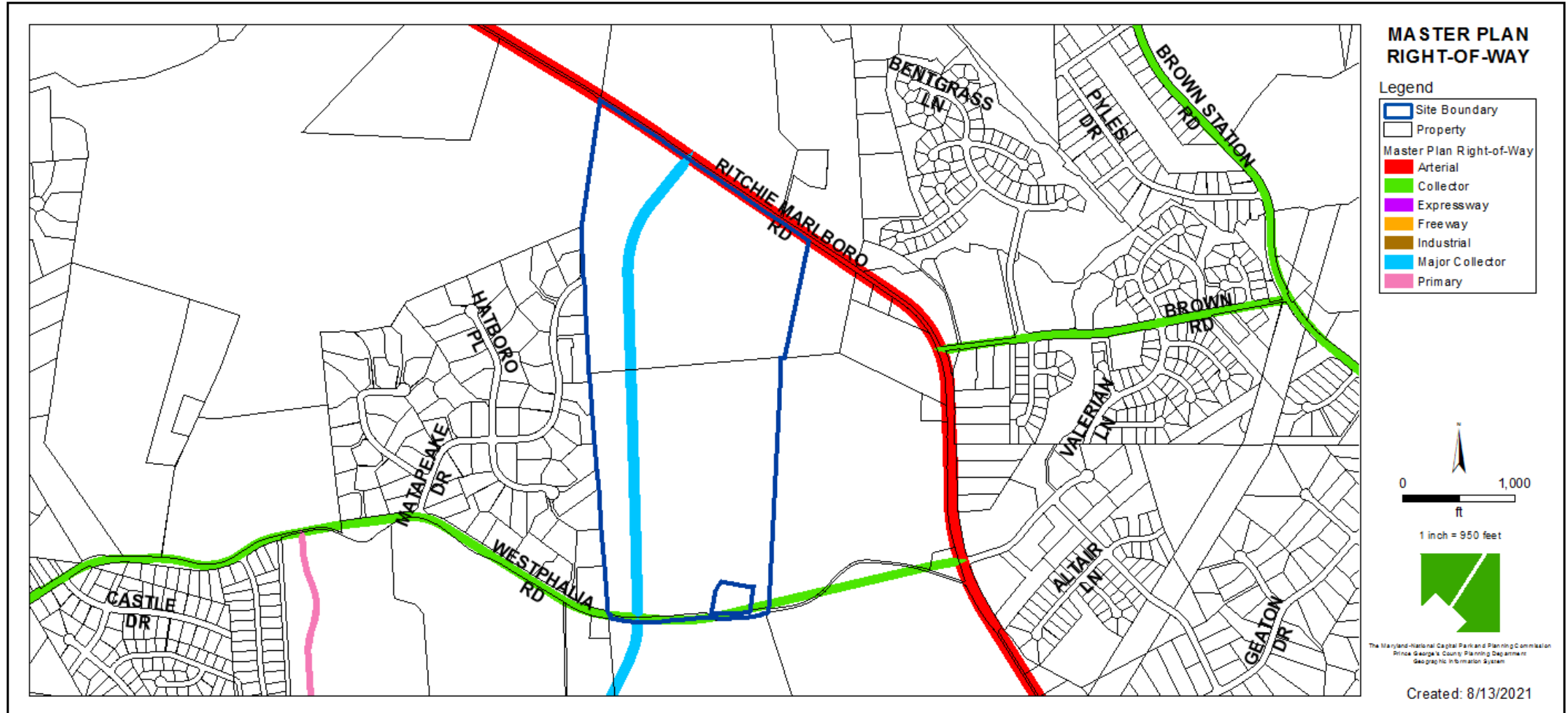
# AERIAL MAP



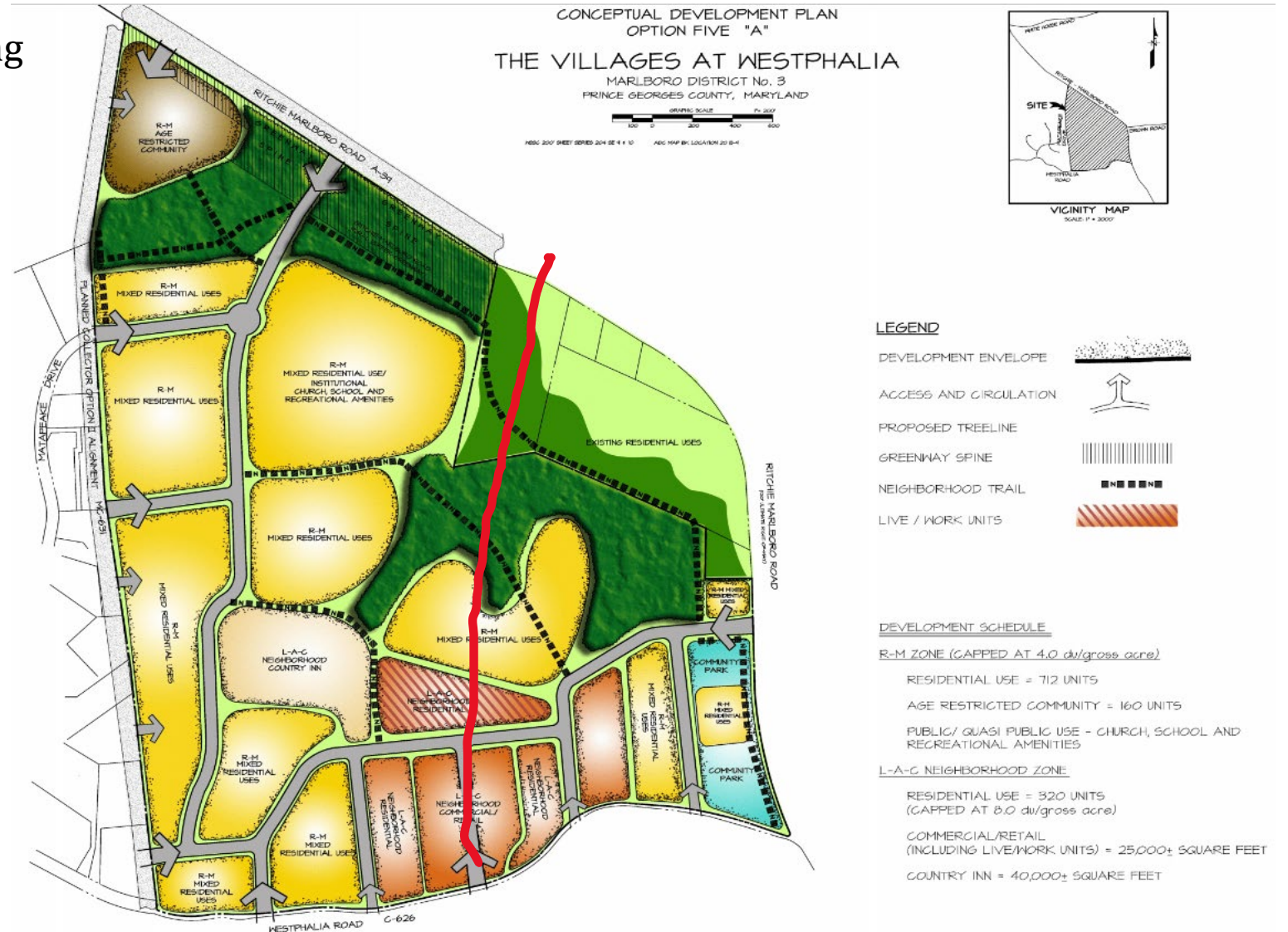
# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

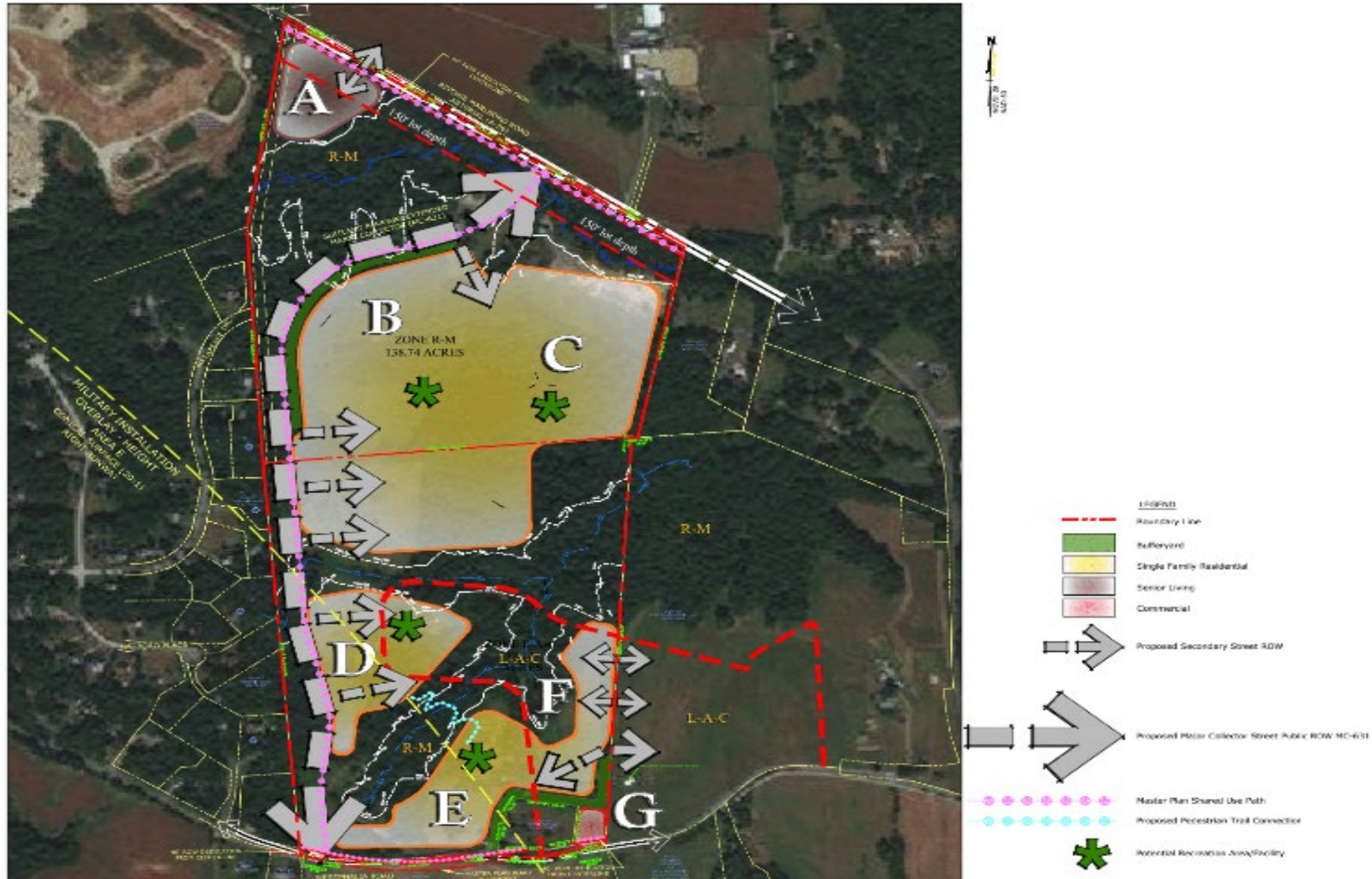


# Basic Plan-Approved Zoning Change 9 in the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment





# COMPREHENSIVE DESIGN PLAN



# ILLUSTRATIVE PLAN





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# STAFF RECOMMENDATION

## **APPROVAL** with conditions

- 10 Conditions

### **Major Issues:**

- Land area and GFA of Commercial/retail uses in the L-A-C Zone

### **Applicant Community Engagement:**

- 
- 
-




14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
www.pgplanning.org

301-952-3972

February 1, 2022

## MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Andrew McCray, Senior Planner, Long-range Section, Community Planning Division AM

SUBJECT: **CDP-2101 Parkland and Rock Creek**

## FINDINGS

Community Planning Division staff finds that pursuant to Section 27-521(a)(1), this application does not conform to the design guidelines or standards intended to implement the development concept recommended by the 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment*.

## BACKGROUND

**Application Type:** Comprehensive Design Plan within the Westphalia Sector.

**Location:** 10706 Westphalia Road, Upper Marlboro, MD 20772

**Size:** 156.87 acres

**Existing Uses:** Vacant

**Proposal:** Phased development of single-family attached and detached homes, up to 160 age-restricted dwellings, and neighborhood scaled commercial uses.

## GENERAL PLAN, MASTER PLAN, AND SMA

**General Plan:** This application is in the Established Communities. The vision for the Established Communities is to create the most appropriate for context-sensitive infill and low-to medium density development. (Pg. 20) Plan 2035 designates this area as a Local Town Center, an area with a mix of horizontal uses across the centers rather than vertical within individual buildings. (Table 16)

**Master Plan:** The 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment* recommends low-density residential and mixed-use neighborhood center land uses on the subject property. The mixed-use neighborhood center is intended to, “develop distinct commercial activity centers serving communities and neighborhoods outside the town center core area with medium-to

## CDP-2101 Parkland and Rock Creek

high-density, mixed-use commercial, retail, and office development that is designed around a main street and anchored by shared amenities such as open space or civic centers.” (Pg. 29)

**Planning Area:** 78

**Community:** Westphalia & Vicinity

**Aviation/MIOZ:** This application is partially located within the Military Installation Overlay Zone.

Height Requirements

Conical Surface (20:1) – Right Runway

Area Label: E

**SMA/Zoning:** The 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment* reclassified the subject property into the R-M (Residential Medium) and L-A-C (Local Activity Center) zone. (Pg. 91) The R-M and L-A-C comprehensive design zones implement the sector plan recommendation for low- to moderate-density residential, neighborhood-oriented commercial and institutional land uses on these three properties. More specifically, Exhibit 58 contains an illustration for a comprehensively planned mix of civic, residential, commercial, and open space uses as the basic plan for these comprehensive design zones. The land use relationships illustrated in Exhibit 58 are represented in SMA Rezoning Development Concept 4. (Pg. 106)

### **MASTER PLAN CONFORMANCE ISSUES:**

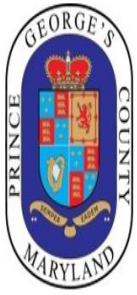
This application does not meet the land use quantities intended for the L-A-C (Neighborhood Zone) portion of the property. The applicant proposes 6,000 square feet of commercial space. However, the 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment* designate a minimum of 25,000 square feet GFA of commercial/retail space. (Pg. 91) Therefore, the proposed commercial square footage is significantly lower than the minimum land use requirements.

Additionally, the 2007 *Westphalia Approved Sector Plan and Sectional Map Amendment* identifies a “40,000 square feet Country Inn” to be located within the L-A-C portion of the property. The applicant’s Statement of Justification document states, “...structure is in severe disrepair and the Country Inn concept no longer financially viable.” (Pg. 10) More specifically, the applicant intends to replace the Country Inn with single-family residential. This proposed use is not aligned with the envisioned use of this portion of the property. (Pg. 106).

The applicant should propose a commercial alternative or alternatives to the “Country Inn” to compensate for the loss of commercial synergy that was anticipated by the Country Inn.

c: Long-range Agenda Notebook

Sarah Benton, AICP, Supervisor, Community Planning Division



# PRINCE GEORGE'S COUNTY HISTORIC PRESERVATION COMMISSION

County Administration Building • 14741 Governor Oden Bowie Drive, 4<sup>th</sup> Floor, Upper Marlboro, Maryland 20772  
pgplanning.org/HPC.htm • 301-952-3680

January 19, 2022

## **MEMORANDUM**

**TO:** Henry Zhang, Urban Design Section, Development Review Division

**VIA:** Howard Berger, Historic Preservation Section, Countywide Planning Division HSB  
Jennifer Stabler, Historic Preservation Section, Countywide Planning Division JAS  
Tyler Smith, Historic Preservation Section, Countywide Planning Division TAS

**FROM:** Historic Preservation Commission

**SUBJECT:** **CDP-2101 Parkland and Rock Creek (adjacent to Talburtt Tobacco Barn Historic Site, PG:78-009)**

The Historic Preservation Commission reviewed the subject application at its January 18, 2022 meeting. The HPC voted 6-0-1 (the Chair voted "present") to forward the following findings, conditions, and recommendations to the Planning Board.

### **Background**

The subject property comprises 156.67-acres and is located near the northwest quadrant of the intersection of Westphalia Road and Ritchie Marlboro Road. The subject application proposes the development of up to 620 dwelling units, including 350-440 single-family attached, 130-180 single family detached, 110-160 age-restricted units, and 12,500 square-feet of commercial space.

The subject property is Zoned L-A-C (Local Activity Center, 18.13-acres) and R-M (Residential-Medium, 138.76-acres). The property has frontage on the north side of Westphalia Road and south side of Ritchie Marlboro Road, north and west of the intersection of those two roads. The property is characterized by mostly wooded rolling terrain associated with unnamed tributaries to Turkey Branch that enter the property from the north, as well as a significant amount of flatter land atop the slopes. The subject property is bordered by farmland to the north and south. To the west of the property are single-family detached homes in the Westphalia Woods Subdivision. The property to the east has received Comprehensive Design Plan and Preliminary Plan approval as The Preserve at Westphalia. The Preserve at Westphalia contains the Talburtt Tobacco Barn Historic Site (PG:78-009) and its Environmental Setting.

### **Findings**

1. The subject property comprises two parcels. The northern parcel, Parcel 16, containing 77.8654-acres, was part of the "Vale of Benjamin" land patent. The "Vale of Benjamin" land patent comprised 1,030-acres and was patented to Benjamin Wells on October 29, 1670.

This land patent was acquired by Samuel Magruder some time prior to his death in 1711. Through his will, Samuel Magruder allotted 193 acres of the "Vale of Benjamin" to his son, William Magruder. According to his will, William Magruder settled on the "Vale of Benjamin," living there until his death in 1765. He willed his plantation to his wife, Sarah Magruder, during her natural life. At her death, William Magruder's plantation on the "Vale of Benjamin" was to go to his son, Thomas Magruder, except for the dwelling house, which was to be occupied by his wife and five daughters until they married. By 1775, Thomas Magruder had moved to Fairfax County, Virginia and sold his land in the "Vale of Benjamin" to John Clarke Sprigg. This deed excepted from the transaction one acre with the dwelling house, which was occupied by his three unmarried sisters, and also excepted the burying ground on the land.

John Clarke Sprigg died in 1781 and in his will bequeathed 339 acres in the "Vale of Benjamin" to his wife and son, Benjamin Sprigg. The Spriggs resided on the property until Benjamin Sprigg sold 319 3/8-acres of the "Vale of Benjamin" to Zachariah Berry in 1810. Excepted from the land transfer was a tract of about 30 feet square containing the family burial ground, which Sprigg reserved to himself and his heirs. It is unclear if this burial ground was separate from the one reserved by the Magruder family. Zachariah Berry died in 1845 and in his will devised the lands he purchased from Benjamin Sprigg to his daughter, Mary Beall. In 1853, Mary Beall deeded a 190 3/8-acre tract of the "Vale of Benjamin" to her son, Zachariah Beall, once again excepting the 30-foot square burial ground of Benjamin Sprigg from the transaction.

Zachariah B. Beall died in the 1860s. An Equity case was brought against the estate of Zachariah Beall and his land in Westphalia was sold in 1871 to three land speculators from Pennsylvania, one of whom was Dr. William H. Marr. Dr. Marr constructed a house on the east side of Westphalia Road in 1880, when the land was conveyed to his son, James Marr. This house was documented on a Maryland Inventory of Historic Properties form as 78-020, the James Marr House. James Marr farmed the land and operated a store directly across the road from his dwelling. This store was located on the subject property. A post office was established in the store in 1891 and was designated "Westphalia Post Office." James Marr was appointed the first postmaster of Westphalia Post Office and held the position until 1896.

James C. Marr died in 1925 and his widow, Sarah E. Marr, conveyed 90.96-acres on the west side of Westphalia Road to their daughter, May M. Armstrong in 1928. In 1949, Mary Marr Armstrong conveyed the 90.96-acres, less several tracts of land deeded to the State for the widening of Westphalia Road, to Henry Owen and Bertha O. Moore. Henry Owen and Bertha O. Moore then conveyed the 90.96-acre tract to John A. and Louise M. Fuss on June 1, 1950. Oscar and Clarisse L. Lavine and N. Meyer and Sarah S. Baker acquired 84.46 acres from John A. and Louise M. Fuss on August 31, 1955. Clarisse L. Lavine and Sarah E. Baker conveyed 77.60 acres to Paul E. and Katherine R. Martin on August 11, 1978. The Rock Creek Baptist Church acquired the 77.8654-acre tract from the Martins on January 6, 2003, and then sold the property to the current owner on April 28, 2021.

Several deeds from the eighteenth and nineteenth centuries mention a family burial ground on the larger 339-acre tract in the Vale of Benjamin land grant. It is unclear from the deeds where on the larger tract the family burial ground was located.



2. The subject property is adjacent to the Talburtt Tobacco Barn Historic Site (78-009). The Talburtt Tobacco Barn is a wood frame, front-gable barn constructed in the late eighteenth or early nineteenth century, with vertical board siding, and a metal roof. The structure is comprised of a gable-roofed central section flanked by two shed roofed additions. The Talburtt Tobacco Barn is significant as an example of a mid-Atlantic farm building, which exemplifies the cultural and economic heritage of Prince George's County and its rural communities. The Historic Site represents a familiar visual feature of the landscape with its prominent hilltop location along the historic roadway that connected the communities of Westphalia and Forestville.

Parcel 25 was part of the larger Talburtt, Osborn, and Bean family farms located on the Alexandria land patent on the north and south sides of Westphalia Road until a 79.82-acre parcel out of the northwest corner of the Alexandria land patent was conveyed to James Edwin Bean and his children in 1950. The Beans retained ownership of this parcel until they sold 81.82 -acres to Rollie J. and Dorothy A. Washington in 1985. The current owners acquired 79.82-acres from Dorothy A. Washington in 2016. According to tax records, the current house on Parcel 25 was constructed in 1997.

3. The subject application suggests a mix of development directly around the Talburtt Tobacco Barn including commercial to the southwest, town houses to the west, and single-family homes to the northwest. A connection to the proposed development that contains the Talburtt Tobacco Barn is proposed just to the north of the Historic Site.
4. A stone shown on the plans at the southwest corner of Parcel 16 and the northwest corner of Parcel 25 is likely a boundary stone of the Vale of Benjamin and Alexandria land patents. This stone was possibly set in place in the 1760s, when a land commission was conducted on the property to prove the boundary of the Vale of Benjamin land patent.

### **Conclusions**

1. The subject application is adjacent to the Talburtt Tobacco Barn Historic Site (78-009). This and all subsequent applications will be reviewed by the Historic Preservation Commission for effects of new development on the Historic Site. The barn is a prominent landmark on the north side of Westphalia Road.
2. The Historic Preservation Commission encouraged the retention of an open view of the Talburtt Tobacco Barn from Westphalia Road during the review of The Preserve at Westphalia (CDP-1701 and 4-17034). With the subject application, a Type E buffer will be recommended on the developing property along the shared property boundary with the Talburtt Tobacco Barn Historic Site Environmental Setting (78-009) to encourage retention of the existing tree and fence line and to buffer the potential visual impact of the rear elevations of proposed adjacent townhouses.
3. The house on Parcel 16, possibly served as the Westphalia Post office in the late nineteenth and early twentieth centuries. All structures located on Parcel 16 should be recorded on a Maryland Inventory of Historic Properties (MIHP) form prior to demolition. This MIHP form should be submitted for review to the Historic Preservation Section, before its submittal in final to the Maryland Historical Trust by the applicant.

4. The stone at the southwest corner of Parcel 16 and the northwest corner of Parcel 25 should be preserved in place. This feature of the developing property may be suitable for the nearby installation of an interpretive sign as an amenity within the community.
5. Because of the moderate-to high probability of the subject property to contain significant prehistoric and historic archeological resources, a Phase I archeology survey is recommended. The applicant should submit a draft Phase I archeology report to Historic Preservation staff with the Preliminary Plan application.
6. Although the subject Conceptual Site Plan application proposes the general location of development, lotting patterns and the orientation of buildings will be reviewed at the time of Preliminary Plan. Architectural compatibility of proposed structures visible from the Talburtt Tobacco Barn Historic Site (78-009) will be reviewed at the time of Specific Design Plan.

### **Recommendation**

The Historic Preservation Commission recommends approval of CDP-2101 Parkside and Rock Creek with the following conditions:

1. Prior to approval of the associated preliminary plan, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), are recommended on the above-referenced property to determine if any cultural resources are present. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is required prior to signature approval.
2. Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of the final plat, the applicant shall provide a plan for:
  - i.) Evaluating the resource at the Phase II level, or
  - ii.) Avoiding and preserving the resource in place.
3. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or the approval of any grading permits.
4. Prior to the approval of the first Specific Design Plan, the applicant and the applicant's heirs, successors, and/or assignees, shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the M-NCPPC staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.
5. Prior to the approval of the first Specific Design Plan, all buildings on Parcel 16 shall be documented through the completion of a Maryland Inventory of Historic Properties (MIHP) form according to Maryland Historical Trust (MHT) standards by a qualified 36CFR60 consultant. The draft and final MIHP form shall be reviewed and approved by Historic

Preservation Section staff prior to submittal by the applicant to the Maryland Historical Trust.

January 31, 2022

**MEMORANDUM**

**TO:** Henry Zhang, Master Planner, Urban Design Section  
**VIA:** Sherri Conner, Planning Supervisor, Subdivision Section *SC*  
**FROM:** Mridula Gupta, Planner III, Subdivision Section *MG*  
**SUBJECT:** CDP-2101; Parkland / Rock Creek

The subject property considered in Comprehensive Design Plan CDP-2101 is located on Tax Map 83 in Grids A2 to A4, and B2 to B4. Subject property includes two tax parcels totaling 156.87 acres; Parcel 16 recorded in the Prince George's County Land Records in Liber 45749 at folio 15, and Parcel 25 recorded in the Land Records in Liber 38426 at folio 59. Parcel 16 is zoned Residential Medium Development (R-M), while Parcel 25 is split-zoned R-M and Local Activity Center (L-A-C), with the southwest corner of the parcel located in Military Installation Overlay (M-I-O) Zone for height. Out of the total project area, 138.74 acres is zoned R-M and 18.13 acres is zoned L-A-C. The subject property is located within the area of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*. The Westphalia Sector Plan SMA rezoned the subject property along with adjoining 'Preserve at Westphalia' property from the Residential-Agricultural (R-A) Zone to the R-M and L-A-C Zones. The specific land use types and development quantities/densities are stated in Approved Zoning Change 9 of the SMA. The sector plan also states that the land use concepts included in the sector plan serve as the Basic Plan for these properties.

This comprehensive design plan (CDP) application conceptually proposes a mix of uses on the property including up to 610 single-family dwellings (130-170 single-family detached dwellings and 350-440 single-family attached dwellings), 110-160 age-restricted residential dwellings, and 6,000 square feet of commercial development. Specifically, 475 dwellings are proposed within the R-M zoned area of the property, and 137 dwellings are proposed within the L-A-C-Zone. The age-restricted dwellings are proposed as multifamily units within the R-M-Zone. The property fronts on Ritchie Marlboro Road, an arterial road, to the north; and Westphalia Road, a collector road, to the south. Currently, the property is mostly wooded.

There are no prior approvals for the subject property. The proposed development will require a preliminary plan of subdivision (PPS) in accordance with Section 24-107 of the Subdivision Regulations. A CDP must be approved prior to approval of a PPS for the subject site.

Though the total number of lots and parcels is not defined in the proposal, the CDP depicts the approximate location for commercial and age-restricted development, layout of single-family

detached residential lots and townhouse sticks, vehicular and pedestrian circulation, and conceptual location of recreational facilities. The CSP also provides development standards for residential and commercial uses.

Right-of-way dedication is proposed along the property's frontage with Westphalia Road to the south, and Ritchie Marlboro Road to the north. Right-of-way dedication is also shown for master planned major collector road Suitland Parkway Extended (MC-631). Internal circulation is proposed via a network of public and private streets and alleys. Principal access to the property is proposed from MC-631, and a direct access is proposed to Ritchie Marlboro Road from the area marked for age-restricted housing. Vehicular and pedestrian access is also proposed to the adjoining Preserve at Westphalia development, albeit for only a portion of the proposed development located to the southeast. No connections are designed between the residential portion of the development and the age-restricted housing or commercial development. The lotting and circulation pattern, and any required rights-of-way dedication, will be reviewed further with the PPS application.

### **Plan Comments**

1. A preliminary plan of subdivision is required. The CDP must be approved before the PPS is approved. Future applications for this property will be reviewed for conformance with Subdivision Regulations.
2. Recordation of a final plat of subdivision is required following approval of a PPS and a specific design plan (SDP), prior to the approval of building permits for the subject property.
3. Appropriate widths for dedication of right-of-way along Ritchie Marlboro Road and Westphalia Road, and right-of-way widths for public and private streets internal to the development will be further determined at the time of PPS. The location of required 10-foot-wide public utility easements (PUEs) will be required along all public and private streets with the PPS.
4. The CDP identifies four locations, evenly distributed within the residential areas, for provision of on-site recreational facilities. No recreational areas, however, are identified for the age-restricted housing. Adequacy of any on-site recreational facilities to satisfy the mandatory parkland dedication requirement will be determined at the time of PPS review.
5. Direct access to proposed age-restricted housing is shown from Ritchie Marlboro Road, which is an arterial road. Lots proposed on land adjacent to an existing or planned roadway of arterial classification shall be designed to front on either an interior street or a service road per Section 24-121(a)(3) of the Subdivision Regulations, unless a variation is approved at the time of PPS.
6. Pursuant to Section 24-121(a)(4) of the Subdivision Regulations, residential lots adjacent to existing or planned roadways of arterial or higher classification shall be platted with a minimum depth of 150 feet. It is recommended that any future lots are provided in accordance with the Subdivision Regulations and that appropriate mitigation be provided to protect dwellings from traffic noise and nuisance, which will be further evaluated at the time of PPS. The CDP includes residential development area within 150 feet of the ultimate

right-of-way line for Ritchie Marlboro Road. A Phase 1 noise study should be provided at the time of PPS so that the placement of residential development lots or parcels are located and/or mitigated to avoid adverse traffic impacts.

7. A variation request will be required at the time of PPS, to allow the use of alleys to serve townhouse lots that front on private streets and open space instead of public streets as required by Section 24-128(b)(7)(A) of the Subdivision Regulations. Several townhouse sticks are shown on the CDP site plan to be served by alleys, and which do not front on public streets.
8. The street network in the southern portion of the site serving primarily townhouses does not provide a clear hierarchy for circulation within the development. The following street access, connectivity and design should be further evaluated with the PPS:
  - a. There is no direct access from Westphalia Road or from MC-631 to the southern portion of the development, adjacent to Westphalia Road. This area of the development would be strictly reliant on gaining public street access from the subdivision to the east, Preserve at Westphalia, via the future right-of-way Pinnacle Green Road. Pinnacle Green Road (SDP-1901) is shown extended into the subject property but continues into a private alley. The public street should be continued and connected to MC-631 or Westphalia Road to complete the public street circulation and connection. This connection would also provide direct access to a public street without reliance on the property to the east being developed first.
  - b. Matapeake Drive, a public street which currently terminates at the western property line, should be extended into the property and outlet into MC-631 as shown on the basic plan.
  - c. Alleys should be revised to connect to private or public streets at both ends where feasible, or where alleys are longer than 150-feet, the alleys should terminate in a turnaround.

Several of the aforementioned comments regarding circulation were presented to the applicant at the time of Subdivision and Development Review Committee meeting on January 7, 2022. The applicant provided a response indicating their proposal to re-evaluate the overall project layout and circulation prior to preparation of the PPS application and the stormwater management concept plan application.

9. The Development Data provided on the Cover Sheet of the CDP and the statement of justification state that 610 residential dwelling units are proposed (not including age restricted dwellings). However, the Density Calculations provided on the Cover Sheet of the CDP lists 475 dwelling units in the R-M-Zone and 137 dwelling units in the L-A-C-Zone, for a total of 612 dwelling units. The applicant should verify the Density Calculations and provide consistency with the total units listed in the Development Data.

## **Recommended Conditions**

1. Prior to certification of the comprehensive design plan, the Density Calculations or the Development Data located on Sheet 1 shall be revised so that the sum of residential dwellings proposed in the R-M Zone and the L-A-C Zone, under the column "Provided Density", are consistent with the maximum sum of residential dwellings listed in the Development Data.
2. At the time of acceptance of the preliminary plan of subdivision application, a Phase 1 noise study shall be submitted. The noise study shall define the unmitigated 65 dBA Ldn noise contour on the subject property, as measured from Ritchie Marlboro Road, and how any impacted residential lots or parcel may be mitigated.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the site plan at the time of building permit and must be consistent with the record plat, or permits will be placed on hold. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Countywide Planning Division  
Transportation Planning Section


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February 2, 2022

**MEMORANDUM**

TO: Henry Zhang, Urban Design Review Section, Development Review Division

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division

VIA:  William Capers III., PTP, Supervisor, Transportation Planning Section,  
Countywide Planning Division

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

**SUBJECT: CDP-2101, Parkland/Rock Creek**

**Proposal:**

This application is a comprehensive design plan (CDP-2101), for the development of up to 770 dwelling units and 6,000 square feet of retail.

**Prior Conditions of Approval:**

On February 6, 2007, the County Council approved the Westphalia Sector Plan and Sectional Map Amendment. Among the provisions of that approval was a rezoning of the subject property from R-A to R-M and L-A-C Zones. The subject property is not governed by any other previously approved development applications.

**Master Plan Compliance:**

The subject property is located in an area where the development policies are governed by the *Approved Westphalia Sector Plan and Sectional Map Amendment, 2007*, as well as the *Approved Countywide Master Plan of Transportation, November 2009*. This development will be served by three roads with master plan designation:

- Ritchie Marlboro road (A-39), a two-lane arterial along the northern boundary, with plans to upgrade to 4-6 lanes with a median within a 120-foot of right-of-way.
- Westphalia Road (C-626), a two-lane collector along the southern boundary, with plans to widen to a maximum of 4 lanes within an 80-foot right-of-way.
- MC-631, an unbuilt major collector road which will be built along the western boundary, and will include four lanes and a median within a 100-foot right-of-way.



### **Master Plan Pedestrian and Bike Facilities**

The Approved Master Plan of Transportation (MPOT) includes the following goal and policies regarding sidewalk and bikeway construction and the accommodation of pedestrians and bicyclists (MPOT, pages 7 and 8):

**GOAL:** Provide a continuous network of sidewalks, bikeways and trails that provide opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

**POLICY 2:** Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas and employment centers.

**POLICY 3:** Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

**POLICY 4:** Identify sidewalk retrofit opportunities for small area plans within the Developed and Developing Tiers in order to provide safe routes to school, pedestrian access to mass transit and more walkable communities.

**POLICY 5:** Plan new development to help achieve the goals of this master plan.

In addition, the MPOT recommends the construction of side paths along Westphalia Road and Richie Marlboro Road which borders the site to the south and north, respectively

### **Comment**

The subject site will be served by major roads along the northern, southern, and western boundaries. The planned right-of-way for these facilities will facilitate the design and construction of shared-use paths as recommended by the Master Plan, unless modified by DPIE with written correspondence. The applicant shall provide a network of pedestrian and bikeway facilities internal to site to facilitate adequate connection for pedestrian and bicycle travel in accordance with the Master Plans policies and goals. The exact location and design of said facilities shall be evaluated with future applications.

### **Zoning Ordinance Compliance:**

Section 27-521(5)(C) provides guidance regarding the compatibility of facilities from the standpoint of circulation access points. The site is being proposed with a rather fragmented system of development pods and limited opportunity for inter-Pod connection. While soil condition can be a contributing factor, more inter-pod connections need to be provided for both pedestrians and bikers. A direct public street connection from Westphalia Road, through the southern pod (Pod E) is required, to minimize the total site traffic that will be forced into the adjacent (Preserve at Westphalia) subdivision.

### **Staff Review and Comments:**

Staff reviewed a traffic impact study (TIS) dated September 2021 in conjunction to the subject CDP amendment. This TIS is necessary because the proposed development is projected to generate more than 50 vehicular trips in either peak hour.

**Analysis of Traffic Impacts**

The subject property is currently unimproved and is located within Transportation Service Area (TSA) 2, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and Signalized Intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any TSA subject to meeting the geographical criteria in the "Guidelines".

**Unsignalized Intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines - Part 1- 2012". The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions.

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Ritchie Marlboro Road and Westphalia Road *	24.2 seconds	39.4 seconds
Ritchie Marlboro Road and Orion Lane *	21.9 seconds	15.5 seconds
Ritchie Marlboro Road and White House Road	B/1034	B/1003
Ritchie Marlboro Road and Sansbury Road	B/1107	B/1004
Westphalia Road and MD 4	C/1202	D/1356
Westphalia Road and D'Arcy Road *	22.3 seconds	25.2 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and		

compared to the approved standard. According to the “Guidelines”, all three tests must fail in order to require a signal warrant study.

The traffic study identified 25 background developments whose impact would affect some or all of the study intersections. Based on data representing the last 10 years of daily traffic along regional routes such as MD 4, it was determined that an average annual growth of one percent has been realized. Applying a growth of one percent over a six-year period, plus the traffic for those background developments, the following represents the level of service under background conditions.

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Ritchie Marlboro Road and Westphalia Road-Orion Lane **	73.5 seconds	164.7 seconds
Ritchie Marlboro Road and White House Road	C/1157	C/1208
Ritchie Marlboro Road and Sansbury Road	B/1053	D/1331
Westphalia Road and MD 4	F/1658	F/1909
Westphalia Road and D’Arcy Road *	76.8 seconds	>200.0 seconds
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the “Guidelines”, all three tests must fail in order to require a signal warrant study. ** This intersection represents a realignment of Orion Lane and Westphalia Road.		

Using the trip rates from the “Guidelines”, as well as the *Trip Generation Manual, 10th edition* (Institute of Transportation Engineers - ITE) the study has indicated that the subject application represents the following trip generation:

Table 1 - Trip Generation							
Land Use	Density-Units	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Single Family	180	27	108	135	105	57	162
Townhouse	440	62	246	308	229	123	352
Senior Adult - Multifamily	160	8	13	21	16	10	26
Shopping Center (ITE-820)	12,500 sq. ft.	7	5	12	23	25	48
<i>Less pass-by (50%)</i>		-4	-2	-6	-15	-9	-24
Net retail trips		3	3	6	8	16	24
<b>Total new trips</b>		100	370	<b>470</b>	358	206	<b>564</b>

The table above indicates that the development as proposed, will be adding 470 AM and 564 PM net new peak trips. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersections	AM	PM
	(LOS/CLV) delay	(LOS/CLV) delay
Ritchie Marlboro Road and Westphalia Road-Orion Lane ** Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	82.9 seconds >100 <b>C/1154</b>	> 200.0 seconds >100 <b>D/1343</b>
Ritchie Marlboro Road and White House Road	C/1282	D/1330
Ritchie Marlboro Road and Sansbury Road	B/1135	D/1410
Westphalia Road and MD 4	<b>F/1686</b>	<b>F/1938</b>
Westphalia Road and D'Arcy Road * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	95.3 seconds >100 A/758	>200.0 seconds >100 A/848
Richie Marlboro Road and Rock Creek Access * Tier 1: HCS Delay test Tier 2: Minor Street Volume Tier 3: CLV	>200.0 seconds >100 <b>E/1584</b>	>200.0 seconds >100 <b>F/1736</b>
Westphalia Road and Preserve at Westphalia Access *	11.3 seconds	11.2 seconds
Westphalia Road and Parkland Access *	11.3 seconds	11.2 seconds
Ritchie Marlboro Road and Senior Living Access * Tier 1: HCS Delay test Tier 2: Minor Street Volume	111.4 seconds <100	170.2 seconds <100
* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume (CLV) is computed and compared to the approved standard. According to the "Guidelines", all three tests must fail in order to require a signal warrant study. ** This unsignalized intersection represents a realignment of Orion Lane and Westphalia Road.		

The results under total traffic conditions show that three intersections have failed to reach the policy threshold for transportation adequacy. The unsignalized intersections of Ritchie Marlboro Road & Westphalia Road-Orion Lane, and Richie Marlboro Road & Rock Creek Access have both failed the three-step test required for unsignalized intersections. Consequently, the TIS is recommending that the applicant provides a signal warrant analysis for both intersections. If either or both of these intersection is deemed to be warranted, the applicant will be required to install said signal(s) if such installation is approved by the permitting agency. Regarding the intersection of MD 4 @ Westphalia Road-Old Marlboro Pike, while inadequate levels of service is projected for this intersection, pursuant to the provisions of County Council approved CR-66-2010, the applicant will be required to contribute to the Westphalia Public Facilities Financing and Implementation Program (PFFIP) District. The amount of the contribution will be determined at the time of preliminary plan of subdivision.

Having reviewed the TIS, staff is in general agreement with its overall conclusions and recommendations. Regarding the street layout on the proposed site, there are two design issues that are not supported by staff. Those issues are as follows:

### **Internal Street Circulation (Pod E):**

The initial site layout shows the overall development being built within seven pods labeled A-G. Pod E is the southern-most of the pods and is located on the north side of Westphalia Road. Staff had originally required a public street connecting MC-631 on the west side of the property with the stub connection to the adjacent Preserve at Westphalia development to the east. This east-west residential street would provide a more desirable circulation pattern, by connecting Pods D and E with the adjacent development. However, internal discussions with the Environmental staff revealed that soil conditions along that potential path would render the construction of such a road infeasible. In lieu of this connection, staff is now recommending that a public street be built, to provide direct access of Pod E to Westphalia Road. This road would then connect with the stub connection on the western side of the “Preserve” development and will provide a continuous public connection between two public roadways.

### **Physical Connections Between New Development and Existing Communities:**

Page 148 of the 2014 *Prince George's 2035 Approved General Plan* provides the following narrative:

*“Many of the County’s recent residential developments have discouraged physical connections—roads and trails—with neighboring communities due to concerns over privacy, noise, and cut-through traffic. However, reducing connectivity has been shown to actually cause, rather than remedy, congestion. It also discourages walking and biking, which worsens commute time, air quality, and community health.”*

For many years, the County has approved plans that promote and recommend connections between new developments and existing ones. The narrative cited above speaks to the rationale on why these connections are necessary. Immediately west of the proposed development is the existing Westphalia Woods subdivision, approved in the early 1980’s. This fully built subdivision has a single point of access on Westphalia Road. There are three internal streets, all ending with a cul-de-sac, while the Matapeake Drive, the only street accessing Westphalia Road, ends as a stub end at the property line that is common to that community and the subject property. It would seem reasonable that this stub end of Matapeake Drive was intended to be extended to the adjacent and now subject property. To that end, staff is recommending that a 60-foot residential street connection be shown linking the stub end of Matapeake Drive and MC-631 on the proposed development.

### **Transportation Staff Conclusions**

The Transportation Planning Section concludes that the CDP meets the finding of Section 27-521 of the Prince George's County Code if the application is approved with the following conditions:

1. At the time of preliminary plan, the total development within the subject property shall be limited to uses which generate no more than 470 AM peak hour trips and 564 PM peak hour trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.
2. At the time of preliminary plan, the applicant shall dedicate all rights-of-way for MC-631, A-39, and P-616 as identified by the Planning Department.

3. At the time of preliminary plan, the applicant shall be conditioned to contribute to the Public Facilities Financing and Implementation Program PFFIP. The exact amount will be determined based on the density approved for the preliminary plan.
4. The applicant shall provide a network of pedestrians and bikeway facilities internal to site. The exact location and design of said facilities shall be evaluated with future applications.
5. The applicant, the applicant's heirs, successors, and/or assignees shall construct a minimum 10-foot-wide master plan shared-use path along the subject site frontage of MC-631, consistent with AASHTO standards, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
6. The applicant shall redesign the site layout to show the following modifications, the exact design shall be accepted by the Transportation Staff prior to certification:
  - A. Show a 60-foot street connection between the stub end of Matapeake Drive and MC-631
  - B. Show a public street connection to Westphalia Road from Pod E to the stub connection at "Preserve" development to the east.
  - C. Modify the site circulation plan to facilitate a traditional site circulation pattern which provides intra-parcel connections to transportation facilities and land uses on site.
7. Prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
  - A. Ritchie Marlboro Road & Westphalia Road-Orion Lane

Conduct a signal warrant study for this intersection, and install signal if it is deemed to be warranted and approved for construction the Department of Permitting, Inspections and Enforcement (DPIE).
  - B. Richie Marlboro Road & Rock Creek Access

Conduct a signal warrant study for this intersection, and install signal if it is deemed to be warranted and approved for construction the Department of Permitting, Inspections and Enforcement (DPIE).



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Prince George's County Planning Department

301-952-3650

February 3, 2022

**MEMORANDUM**

**TO:** Henry Zhang, Planner IV, Urban Design Section, DRD

**VIA:** Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

**FROM:** Alexander Kirchhof, Planner I, Environmental Planning Section, CWPD *AK*

**SUBJECT: Parkland and Rock Creek  
CDP-2101 and TCP1-022-2021**

The Environmental Planning Section (EPS) has reviewed the above referenced comprehensive design plan (CDP) and TCP1-022-2021 application accepted on December 9, 2021. Comments were provided at the Subdivision and Development Review Committee (SDRC) meeting held on January 7, 2022. Revised materials were received January 21, 2022. Staff recommend approval of CDP-2101 and TCP1-022-2021, subject to findings provided at the end of this memorandum. No conditions are recommended.

**Background**

The Environmental Planning Section (EPS) has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
N/A	E-053-00	Staff	Approved	8/1/2000	N/A
N/A	TCP2-015-2018	Staff	Approved	5/21/2019	N/A
N/A	TCP2-015-2018-01	Staff	Approved	10/22/2019	N/A
NRI-123-2021	NRI	Staff	Approved	11/04/2021	N/A
CDP-2101	TCP1-022-2021	Planning Board	Pending	Pending	Pending

**Proposed Activity**

This application requests to amend the approved comprehensive development plan (CDP) for a 156.90-acre site with 18.13 acres in the L-A-C Zone and 138.76 acres in the R-M Zone, for the development of single-family attached and detached homes and age-restricted dwellings, along with neighborhood scaled commercial uses.

**Grandfathering**

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, and February 1, 2012.

### **Site Description**

The subject property is a 156.90-acre site with 18.13 acres in the L-A-C Zone and 138.76 acres in the R-M Zone, located just west of the intersection of Ritchie Marlboro Road and Brown Station Road. This site contains streams, 100-year floodplain, and wetlands associated with Turkey Branch in the Western Branch of the Potomac River basin. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or in the vicinity of this property. Ritchie Marlboro Road, which borders the site on the north, and Westphalia Road, which borders the site on the south, are designated historic roads. A master plan major collector road proposes a connection between Ritchie Marlboro Road and Westphalia Road along the western edge of the site. Ritchie Marlboro Road is classified as an arterial, which is generally regulated for noise impacts when associated with residential development. According to the *Countywide Green Infrastructure Plan of the Approved Prince George's Resources Conservation Plan* (May 2017), the site contains both Regulated and Evaluation Areas.

### **CONFORMANCE WITH CONDITIONS OF PREVIOUS APPROVALS**

**TCP2-015-2018 and TCP2-015-2018-01:** These tree conservation plans (TCP) were associated with the Washington Gas Pipeline project, which runs parallel to the master planned road on the western edge of the property. No modifications to the prior TCP2's are required for conformance.

### **Environmental Review**

#### **Existing Conditions/Natural Resource Inventory (NRI)**

The application has an approved Natural Resource Inventory Plan, NRI-123-2021, approved on November 4, 2021. The CDP shows the required NRI information and is in general conformance with the NRI plan for the overall Parkland and Rock Creek site. No modifications to the CDP are required for conformance with the NRI.

#### **Woodland Conservation**

A numbered Woodland Conservation Letter of Exemption was issued for the site (E-053-00) for timber harvest, which was approved August 1, 2000. A Type 2 Tree Conservation Plan (TCP2-015-2018 and TCP2-015-2018-01) was approved in May 2019, for a portion of the site for the Washington Gas Pipeline Easement, which was revised later in October 2019.

A revised TCP1 has been submitted with the current application, which shows the overall 156.90-acre site with a net tract area of 143.30 acres. The site has 90.44 acres of existing woodland in the net tract area and 13.29 acres of existing woodlands in the floodplain. The woodland conservation threshold is 27.59 acres (19 percent of the site's overall net tract area). The woodland conservation worksheet shows the removal of 53.97 acres of woodland on the net tract area, 0.85 acre of woodlands in the floodplain, and 0.45 acre of woodlands off-site, resulting in a woodland conservation requirement of 80.02 acres. This requirement is proposed to be met with 33.42 acres of woodland preservation, 5.73 acres of afforestation, and 4.23 acres of off-site credits.

No technical revisions to the TCP1 have been identified during the current review, but revisions in response to other staff referrals may result in minor revisions to the TCP1 prior to certification.



### **Preservation of Regulated Environmental Features/Primary Management Area**

The overall site contains streams, wetlands, wetland buffers, and 100-year floodplain within the delineated Primary Management Area (PMA), which are to be protected by conservation easements to the fullest extent possible as determined at the time of preliminary plan of subdivision (PPS) and specific design plan (SDP) reviews. The CDP application package includes a statement of justification for eight proposed impacts to the PMA, which are shown on the CDP and TCP1. A brief overview of impacts of concern are detailed below. PMA impacts will be reviewed for conformance at time of PPS. No impacts are evaluated for a recommendation of approval with this application.

### **Impacts A, C and E Suitland Parkway MC-631**

Impacts A, C, and E are for the construction of the master planned roadway MC-631. These impacts are to preserve the PMA areas to the extent practicable. PMA impacts for the construction of master planned roadways are generally supported. Further specifications for these impacts will be assessed at time of PPS.

### **Impact B**

This impact is for the connection of development pod A to the sewer infrastructure system proposed for the development. This proposed impact crosses the tributary stream and associated wetlands system. As proposed, Impact B would not be supported at time of PPS.

### **Impact D**

This impact is for a connector road between development pods B and C. Based upon the TCP1 and site information, this is considered an avoidable impact. The EPS recommend that the road be shifted down or relocated in order to avoid cutting through the wetlands area. The clipping of the headwaters wetland area could cause significant damage, as wetlands systems are extremely sensitive to change. As proposed this impact would not be supported at time of PPS.

### **Impact F**

This impact is for a sewer connection between the northern and southern portions of the site (development pod B to pod D). Impacts for general utilities are generally supported with the expectation that disturbance will be minimized to the extent practicable.

### **Impact G**

This impact is for the development of lots and roadway connection within the southern portion of the site (development pod D). Steep slopes in the PMA are proposed to be impacted. Modifications to the roadway and lotting pattern can remove Impact G in its entirety. At time of PPS, Impact G would not be supported as proposed.

### **Impact H**

This impact is for the trail and water connection. The applicant has stated that there is an existing path which connects pods D and E. Thus, only minor improvements would need to be made for the utilization of the existing connection as a trail. The EPS would be in support of this impact, but it will need to be further evaluated at time of PPS. Grading and associated impacts are to be minimized to the extent practicable.

### **Impact I**

This impact is proposing a significant Washington Suburban Sanitary Commission easement within the PMA. While this easement is only proposed with this application, attention should be called to potential impacts. This easement is located in some of the most environmentally sensitive areas on the site. The proposed easement runs along a stream system and its surrounding wetlands area. This impact should either be redesigned in order to reduce the overall impacts to regulated environmental features or further justification be provided at time of PPS.

### **Pod A**

As presented with CDP-2101, the PMA impacts for the development of pod A would not be supported. The sector plan identifies this area as being developed, however, this area contains regulated environmental features (REF) such as wetlands, streams, 100-year floodplain, and specimen trees. If pod A is to be developed with regards to the sector plan, disturbance to REF should be minimized to the extent practicable. Further review of impacts relating to this pod will be assessed at time of PPS.

### **Soils**

The predominant soils found to occur, according to the United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey are in the Adelpia-Holmdel complex, Collington-Wist complex, Croom-Marr complex, Dodon fine sandy loam, Marr-Dodon complex, Westphalia and Dodon soils, and Widewater and Issue soils. Marlboro clays occur along the northern edge of the site. This information is provided for the applicant's benefit, and may affect the architectural design of structures, grading requirements, and stormwater management (SWM) elements of the site. The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) may require a soils report in conformance with CB-94-2004 during the permit process review.

### **Stormwater Management**

Conceptual stormwater management facilities were added by the applicant to the TCP1. These will be further reviewed as a site development concept plan, to be reviewed with the PPS.

### **Special Roadways**

Ritchie Marlboro Road and Westphalia Road, which border the site on the north and south respectively, are designated as historic roadways. Appropriate buffering for special roadways, consistent with the requirements originally established for the R-M and L-A-C portion of the site, should be maintained on future development applications.

### **Noise Mitigation**

Ritchie Marlboro Road is a Master Plan of Transportation designated arterial road, which is regulated for noise with respect to proposed residential development. A noise study may be required with future applications to determine appropriate mitigation for the proposed residential use, based on the determination of the Subdivision Section at time of PPS application.

**Summary of Recommended Findings and Conditions:**

The Environmental Planning Section has reviewed Comprehensive Design Plan CDP-2101 and TCPI-022-2021 and recommends approval of CDP-2101 and TCP2-022-2021, subject to the following findings:

**FINDINGS:**

1. Based on the level of design information shown, the CDP demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible, in accordance with the requirements of Subtitle 24-130-(b)(5).
2. No PMA impacts are approved with CDP-2101. A PMA statement of justification was provided with this application, due to the numerous environmentally sensitive areas which exist on-site. Impacts were reviewed at a general level, to identify impacts that should be focused on. PMA impacts will be reviewed at time of PPS.
3. No specimen tree removals are approved with CDP-2101. A variance for the removal of specimen trees will be reviewed at time of PPS.

**CONDITIONS:**

1. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-022-2021). The following note shall be placed on the Final Plat of Subdivision:  
  
"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-022-2021 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."
2. Prior to the issuance of permits for this subdivision, a Type 2 Tree Conservation Plan shall be approved. The following note shall be placed on the Final Plat of Subdivision:  
  
"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."
3. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

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

If you have any questions concerning this review, please contact me by e-mail at [alexander.kirchhof@ppd.mncppc.org](mailto:alexander.kirchhof@ppd.mncppc.org) or call 301-883-4700.



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Countywide Planning Division  
Special Projects Section

January 25, 2022

**MEMORANDUM**

**TO:** Henry Zhang, Master Planner, Urban Design Section, Development Review Division

**VIA: BR** Bobby Ray, AICP, Planning Supervisor, Special Projects Section, Countywide Planning Division *BR*

**FROM: IRT** Ivy R. Thompson, Senior Planner, Special Projects Section, Countywide Planning Division

**SUBJECT:** CDP-2101 Parkside and Rock Creek

**Project Summary:** Proposal to develop 620 residential units: 350-440 of single-family attached dwellings, 130-180 of single-family detached dwellings, age restricted dwellings (110-160), and approximately 6,000 square-feet of commercial space.

This comprehensive design plan (CDP) amendment was accepted for processing by the Planning Department on December 9, 2021.

Section 27-521(a)(7) of the Prince George's County Code of Ordinances requires a finding prior to approval that **"the staging of development will not be an unreasonable burden on available public facilities."**

Subtitle 24 of the County Code provides the methodology for testing adequate public facilities as set forth below. The proposal will be reviewed for adequate public facilities during the Subdivision review of the preliminary plan. The following is provided for informational purposes only:

**Water and Sewer:**

Using Section 24-122.01(b)(1) of the Prince George's County Code of Ordinances, Subdivision Regulations which states, "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The subject properties were placed in Water and Sewer Category 4 "Community System Adequate for Development Planning" via Council Resolutions CR-98-2020 (Parkland) and CR-22-2021 (Rock Creek). Administrative approval for Category 3 must be completed before Final Plat approval.

The subject residential major subdivision application is in Sustainable Growth Tier II.

Section 24-122.01(b)(2) of the Subdivision Regulations requires that all lots in a major residential subdivision be served by public sewer.

**Capital Improvement Program (CIP):**

The Prince George's County FY 2021-2027 Approved CIP identifies three Police and Fire-EMS projects in the planning area (Planning Area 78 – Westphalia and Vicinity) of the subject property. These are: Police Training and Administrative Headquarters; Fire Department Headquarters; and, the Forestville Fire/EMS Station Westphalia.

**RESIDENTIAL**

**Police:**

The subject property is served by Police District II, Bowie, located at 601 Crain Highway SW in Bowie. The response time standards established by Section 24-122.01(e) is 10-minutes for emergency calls and 25-minutes for non-emergency calls. The test is applied on the date the preliminary plan application is accepted or within the following three (3) monthly cycles, pursuant to Section 24-122.01(e)(2). Therefore, compliance with police response time will be evaluated at the time of the preliminary plan review.

It is not anticipated that the proposed development will impact the need for additional police facilities and existing police facilities are adequate for the uses proposed. This will also be further evaluated at the time of preliminary plan of subdivision review.

**Fire and Rescue:**

The proposed residential development is served by Fire Station Co. 817 located at 1415 Ritchie Marlboro Road. The response time standard established by Section 24-122.01(e) is a maximum of 7-minutes travel time from the first due station. Compliance with police and emergency response time will be evaluated at the time of the preliminary plan review.

It is not anticipated that proposed development will impact the need for additional fire and rescue facilities and existing facilities are adequate for the uses proposed. This will also be further evaluated at the time of preliminary plan of subdivision review.

**Schools:**

The proposed project is within School Cluster 4, which includes Arrowhead Elementary, Kettering Middle, Largo High School, and Dr. Henry A Wise Jr. High School. The test for school adequacy is evaluated at the time of preliminary plan of subdivision review. It is anticipated that existing school facilities are adequate for the uses proposed, however, this will be further evaluated at the time of preliminary plan of subdivision review.

Section 10-192.01 establishes school surcharges (annually adjusted for inflation), unrelated to the provision of Subtitle 24 (“Subdivisions”). This per dwelling unit fee is to be paid to Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) at the time of issuance of each building permit.

**NON-RESIDENTIAL**

**Police:**

This project is served by Police District II, Bowie, located at 601 Crain Highway SW in Bowie. Per Section 24-122.01(c)(1)(A) of the Subdivision Regulations, the Planning Board’s current test for police adequacy is based on a standard for square footage in police stations relative to the population.

The proposed development will not impact the need for additional police facilities and, therefore, the Section finds existing police facilities are adequate for the uses proposed. This will be further evaluated at the time of preliminary plan of subdivision review.

**Fire & Rescue:**

This proposed commercial development is served by the Fire Station Co. 817, located at 1415 Ritchie Marlboro Road. Per Section 24-122.01(d)(1)(A) of the Subdivision Regulations, a 5-minute total response time is recognized as the national standard for Fire/EMS response times. This will be further evaluated at the time of preliminary plan of subdivision review. The section finds existing fire facilities are adequate for the uses proposed.

**Schools:**

Per Section 24-122.02 of the Prince George's County Code of Ordinances, Subdivision Regulations, Council Resolutions, CR-23-2001, and CR-38-2002, Adequate Public Schools Facility Regulations for Schools, this proposed commercial development is exempt from a review for school adequacy because it is a non-residential use.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

**MEMORANDUM**

DATE: Feb 4, 2022

TO: Henry Zhang, Master Planner  
Urban Design Section  
Development Review Division  
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*  
Park Planning and Development Division  
Department of Parks and Recreation

FROM: Qiaojue Yu, Landscape Architect *QY*  
Land Acquisition/Management & Development Review Section  
Park Planning and Development Division  
Department of Parks and Recreation

SUBJECT: **CDP-2101**  
**Parkland and Rock Creek**

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The Department of Parks and Recreation (DPR) has reviewed and evaluated this comprehensive design plan (CDP) for conformance with the requirements as they pertain to public parks and recreational facilities.

**PROPOSAL**

This CDP is for a mixed-use development consisting of up to 620 residential units and 12,500 square feet of commercial space, associated infrastructure, and amenities. This application is was filed in accordance with the provisions of the Prince George's County Zoning Ordinance.

**BACKGROUND:**

This 156.87-acre property is partially within the Local Activity Center (L-A-C) Zone, 18.13 acres, and partially within the Residential Medium Development (R-M) Zone, 138.74 acres. The site is located on the north side of Westphalia Road and south side of Ritchie-Marlboro Road in Upper Marlboro.

The site is mostly fallow farm field, with woodlands interspersed throughout, and a single-family-detached dwelling unit. Regulated Environmental features including streams, steep slopes, and floodplain are present on the property, primarily concentrated in the northern half.



CDP-2101  
Parkland and Rock Creek

This property is located approximately 0.25 mile east of the easternmost extension of the proposed Westphalia Central Park, a premier park currently being developed. Once completed, the park will provide playgrounds, a network of trails, tennis and basketball courts, informal fields and lawn areas, a recreational pond, a seasonal ice rink, and several other amenities for public enjoyment. A future sidepath along Westphalia Road, to which this project contributes, will ultimately provide a safe route to the park for bicyclists and pedestrians.

**DISCUSSION:**

Mandatory dedication of parkland pursuant to Section 24-134(a) of the Prince George's County Subdivision Regulations provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the proposed density of development, 5-percent of the net residential lot area could be required to be dedicated to M-NCPPC for public parks, which equates to 7.81 acres.

The CDP shows the fulfillment of on-site recreation. The details of these amenities and the cost estimates will be provided with the subsequent preliminary plan of subdivision and specific design plan applications.

The applicant shall make a monetary contribution into a "park club". The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars, as recommended by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*. The Maryland-National Capital Park and Planning Commission shall adjust the amount of the contribution using the Consumer Price Index for inflation at the time of payment. Monetary contributions shall be used for construction, operation, and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area.

**RECOMMENDATION:**

The Park Planning & Development Division of DPR recommends to the Planning Board approval of Conceptual Design Plan CDP-2101 for Parkland and Rock Creek, subject to the following conditions:

1. The applicant shall make a monetary contribution into a "park club". The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars, as recommended by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*. The Maryland-National Capital Park and Planning Commission shall adjust the amount of the contribution using the Consumer Price Index for inflation at the time of payment. Monetary contributions shall be used for construction, operation, and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area.

CDP-2101

Parkland and Rock Creek

2. Prior to approval of the final plat, the applicant shall enter into an agreement with the Prince George's County Department of Parks and Recreation establishing a mechanism for payment of fees into a "park club" account administered by the Maryland-National Capital Park and Planning Commission. If not previously determined, the agreement shall also establish a schedule of payments. The payment schedule shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded in the Land Records of Prince George's County, Maryland by the applicant prior to final plat approval.
3. The applicant, his successors, and/or assigns, shall provide onsite recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.

cc: Bridget Stesney  
Alvin McNeal



*Division of Environmental Health/Disease Control*

Date: January 6, 2022

To: Henry Zhang, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: CDP-2101, Parkland and Rock Creek

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the comprehensive design plan submission for Parkland and Rock Creek development and has the following comments / recommendations:

1. Health Department permit records indicate there are no carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The applicant should consider designating retail space within the commercial development for a food facility that provides healthy food options.***
2. The applicant must obtain a raze permit from the Department of Permits and Inspection Enforcement (DPIE) located at 9400 Peppercorn Place in Largo, Maryland or call (301) 636-200 for the removal of existing building structures on the property.
1. ***All well and septic structures that are discovered during the development of the site are to be abandoned and backfilled according to regulatory standards.*** For guidance contact the Prince George's County Department of Environmental Health and Disease control located at 9201 Basil Court in Largo, Maryland or call (301) 883-7681.
3. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



*Division of Environmental Health/Disease Control*

4. The public health value of access to active recreational facilities has been well documented. Indicate the location of active recreational facilities within ¼ mile of the proposed residences.
5. The comprehensive design plans should include open spaces and “pet friendly” amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/ picnic areas
6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.
7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
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[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)

**PARKLAND / ROCK CREEK**

**COMPREHENSIVE DESIGN PLAN**

**CDP - 2101**

**STATEMENT OF JUSTIFICATION**

**September 29, 2021**

**Amended November 3, 2021**

**Amended January 19, 2022 (Post SDRC)**

## Table of Contents

<b>INTRODUCTION and SETTING .....</b>	<b>Error! Bookmark not defined.</b>
<b>NATURE OF THE REQUEST.....</b>	<b>Error! Bookmark not defined.</b>
<b>PRIOR APPROVALS .....</b>	<b>9</b>
<b>MASTER PLAN and GENERAL PLAN .....</b>	<b>9</b>
<b>RELATIONSHIP TO THE PROVISIONS OF THE ZONING ORDINANCE.....</b>	<b>20</b>
<b>CONCLUSION .....</b>	<b>35</b>

## I. INTRODUCTION and SETTING

Stanley Martin Homes, LLC (the “Applicant”), proposes a phased development of single-family attached and detached homes, up to 160 age-restricted dwellings, and neighborhood-scaled commercial uses on property located at 10706 Westphalia Road, and 2505 Ritchie Marlboro Road, Upper Marlboro, Maryland (the “Property”). The Property has frontage on the north side of Westphalia Road and the south side of Ritchie Marlboro Road, north and west of the intersection of those two roads. It is identified as Parcels 16 and 25, Tax Map 83, Grid B-3, C-3, B-4, and C-4. It is in the L-A-C (Local Activity Center) Zone and the R-M (Residential Medium) Zone.

The Property is 156.9± acres—18.13± acres in the L-A-C Zone and 138.76 ±acres in the R-M Zone. It is characterized by extraordinarily rolling terrain associated with unnamed tributaries to Turkey Branch that enter the Property from the north, and a significant amount of flatter land atop the slopes. A portion of the Property in the southwest corner is within the Military Installation Overlay Zone, with height restrictions relating to its proximity to Joint Base Andrews (Area E - Conical Surface (20:1), Right Runway). Some of the Property has been farmed, but a significant portion remains wooded; a dwelling and outbuildings stand on the Property. West of the Property are single-family detached homes in the Westphalia Woods Subdivision (R-E Zone). Northeast, south of Ritchie Marlboro Road is a single family home in the R-E Zone. To the east, the Bean property (L-A-C and R-M) has received Comprehensive Design Plan and Preliminary Plan approval but is yet to develop. Farmland appears to the north (R-A Zone), across Ritchie Marlboro Road, and to the south (R-M Zone), across Westphalia Road.

## II. NATURE OF THE REQUEST

The Applicant seeks approval of a Comprehensive Design Plan for up to 610 dwellings: 350-440 single-family attached dwellings and 130-170 single-family detached dwellings. Age Restricted dwellings (110-160 units) and 6,000 square feet of commercial development are also proposed. The Property has frontage on Ritchie Marlboro Road and Westphalia Road, with two access points—one from each roadway—proposed. Suitland Parkway Extended (MC-631) is shown on the 2007 Approved Westphalia Sector Plan (“Sector Plan”) as a Major Collector running from Westphalia Road through the Property to Ritchie-Marlboro Road and beyond and includes a Shared Use Path. The CDP shows this alignment. Access to the residential portions of the Property will be provided via four access points from this new roadway. Access to the proposed age-restricted section, in the far northern portion of the Property will be provided from Ritchie Marlboro Road. Three connections to the Preserve at Westphalia property to the east is provided as well. Townhomes are designed as both front and rear-loaded in a village-like setting; single-family detached homes are generally proposed along cul-de-sacs, many of which back to the environmental features that finger into the Property from the north, creating impressive views.

The illustrative plan demonstrates that overall densities proposed are below the maximum allowed in the Zones: approximately 3.6 dwellings per acre (475 dwellings in 138.74 acres) in the R-M Zone; and approximately 8.0 dwellings per acre (137 dwellings in 18.13 acres) in the L-A-C Zone.

	BASE	MAXIMUM	PROVIDED
R-M Zone: 138.74 acres			
½ floodplain: 13.24 acres			
Acreage for Density 132.12 acres			
R-M Zone Density	3.6	4.0	3.6
R-M Dwellings	475	528	475
L-A-C Zone: 18.13 acres (0.90 Acres of Commercial & 17.23 Acres of Residential)			
L-A-C Zone Commercial Density	6,273 sf (at 0.16 FAR)		6,000 sf
L-A-C Zone Residential Density	8.0	8.0	8.0
L-A-C Zone Dwellings	145	145	145

These density maximums were placed on the properties approved for R-M and L-A-C zones here (Rock Creek Baptist Church, Washington, and Bean). With the adjoining Bean property (The Preserve at Westphalia), the proposal on this Property (Rock Creek Baptist Church and Washington), is at or below these additional caps. The Sector Plan does not specify minimum density requirements; these are taken from the Zoning Ordinance. Change Number 9 in the 2007 Westphalia Sectional Map Amendment (SMA) provides that the Land Use Quantities for these properties would be determined at the time of CDP, based on Exhibit 58.

The Applicant seeks approval of a Comprehensive Design Plan for up to 610 dwellings: 350-440 single-family attached dwellings and 130-170 single-family detached dwellings. Age Restricted dwellings (110-160 units) and 6,000 square feet of commercial development are also proposed. The Property has frontage on Ritchie Marlboro Road and Westphalia Road, with two access points—one from each roadway—proposed. Suitland Parkway Extended (MC-631) is shown on the 2007 *Approved Westphalia Sector Plan* (“Sector Plan”) as a Major Collector running from Westphalia Road through the Property to Ritchie-Marlboro Road and beyond and includes a Shared Use Path. The CDP shows this alignment. Access to the residential portions of the Property will be provided via four access points from this new roadway. Access to the proposed age-restricted section, in the far northern portion of the Property will be provided from Ritchie Marlboro Road. Three connections to the Preserve at Westphalia property to the east is provided as well. Townhomes are designed as both front and rear-loaded in a village-like setting; single-family detached homes are generally proposed along cul-de-sacs, many of which back to the environmental features that finger into the Property from the north, creating impressive views.



The illustrative plan demonstrates that overall densities proposed are below the maximum allowed in the Zones: approximately 3.6 dwellings per acre (475 dwellings in 138.74 acres) in the R-M Zone; and approximately 8.0 dwellings per acre (137 dwellings in 18.13 acres) in the L-A-C Zone.

	BASE	MAXIMUM	PROVIDED
R-M Zone: 138.74 acres			
½ floodplain: 13.24 acres			
Acreage for Density 132.12 acres			
R-M Zone Density	3.6	4.0	3.6
R-M Dwellings	475	528	475
L-A-C Zone: 18.13 acres (0.90 Acres of Commercial & 17.23 Acres of Residential)			
L-A-C Zone Commercial Density	6,273 sf (at 0.16 FAR)		6,000 sf
L-A-C Zone Residential Density	8.0	8.0	8.0
L-A-C Zone Dwellings	145	145	145

These density maximums were placed on the properties approved for R-M and L-A-C zones here (Rock Creek Baptist Church, Washington, and Bean). With the adjoining Bean property (The Preserve at Westphalia), the proposal on this Property (Rock Creek Baptist Church and Washington), is at or below these additional caps. The Sector Plan does not specify minimum density requirements; these are taken from the Zoning Ordinance. Change Number 9 in the 2007 Westphalia Sectional Map Amendment (SMA) provides that the Land Use Quantities for these properties would be determined at the time of CDP, based on Exhibit 58.

**Table 5: Approved Zoning Changes (Continued)**

Change Number	Zoning Change	Area of Change	Approved ZAPS/SE		Pending ZAP/R	200' Scale Index Maps
			Number	Date		
9	R-A to R-M R-A to L-A-C	183.5 acres 40.0 acres	PA 77, 78 SMA	3/22/94	Requests 8, 9, 10	204SE09
<i>Use and Location:</i>						
Farms and vacant land located at the southwest quadrant of the intersection of Ritchie Marlboro Road and Westphalia Road. (Tax Map 83, Grids B2, B4 and C4, Parcels 16, 25, 26, 71, and 95.)						
<i>Discussion:</i>						
<p>The R-M (Residential Medium) and L-A-C (Local Activity Center) comprehensive design zones implement the sector plan recommendation for low- to moderate-density residential, neighborhood-oriented commercial and institutional land uses on these three properties. Public Record Exhibit 58 contains an illustration for a comprehensively planned mix of civic, residential, commercial, and open space uses as the basic plan (as amended by CR-2-2007 (DR-2) below) for these comprehensive design zones per Section 27-478 of the Zoning Ordinance. The land use relationships illustrated in Exhibit 58 are represented in SMA Rezoning Development Concept 4 (see Appendix 1). The land use types and quantities approved for the Rock Creek Baptist Church, Washington, and Bean properties are defined by CR-2-2007 (DR-2), SMA Amendment 3 as follows:</p> <ul style="list-style-type: none"> <li>• Land Use Types: All uses allowed in the R-S and L-A-C Zones.</li> <li>• Land Use Quantities (to be determined at CDP, based on Exhibit 58):           <ul style="list-style-type: none"> <li><b>R-M (3.6) Zone</b>—Approximately 183.5 acres, capped at 4.0 DU/acre               <ul style="list-style-type: none"> <li>Residential—712 units</li> <li>Age-Restricted Community—160 units</li> <li>Public/Quasi-Public Use—Church, school and recreation amenities</li> </ul> </li> <li><b>L-A-C (Neighborhood) Zone:</b> Approximately 40 acres               <ul style="list-style-type: none"> <li>Residential—Approximately 12 acres</li> <li>Residential—320 units</li> <li>Commercial/Retail (including live/work)—25,000 square feet GFA</li> <li>Country Inn—40,000 square feet GFA</li> </ul> </li> </ul> </li> </ul> <p><b>Comprehensive Design Plan Review Considerations:</b>            MC-631 is located on the subject property and should connect directly to the portion of MC-631 located on the Woodside Village property at a four-way intersection with Westphalia Road.</p>						

Pursuant to Sections 27-494 and 27-507 of the Zoning Ordinance, development regulations are established at the Comprehensive Design Plan Stage in the L-A-C and R-M Zones. The Applicant proposes the following Standards for residential development:

**PROPOSED RESIDENTIAL DEVELOPMENT STANDARDS**

Standards*	Townhouses**	Single-Family Detached Dwellings	Multifamily
Net Lot Area (Minimum square feet) 16 feet wide 20 feet wide 22 feet wide 24 feet wide	1,200 sq. ft. 1,400 sq. ft. 1,600 sq. ft. 1,800 sq. ft.	6,000 sq. ft.	N/A
Front Yard Minimum	6'	20 feet	*****N/A
Rear Yard Minimum	N/A	20 feet	N/A
Side Yard Minimum (One side / Combined)	N/A	5 feet / 10 feet	N/A
Lot Width Minimum at Front Street Line	16 feet ***	44 feet	N/A
Lot Width Minimum at Front BRL	16 feet ***	44 feet	N/A
Minimum Lot width on cul-de-sac	N/A	25 feet	N/A
Minimum Space Between End Buildings	15 feet	N/A	N/A
Maximum Building Height	45 feet	40 feet	45 feet
Minimum Gross Living Space (square feet)	1,250	N/A	N/A
Maximum Lot Coverage	N/A	50 percent	N/A
Minimum Rear Yard Area	300 square feet	1,000 square feet	N/A

Other Design Standards: A minimum of 60 percent of all townhouse units shall have a full front façade (excluding gables, bay windows, trim, and doors). For all alley-located townhouses, a deck, a minimum of four feet in depth, shall be a standard feature. Any deck may encroach on a rear setback by up to 10 feet. Highly visibly end units for dwelling units require additional design and finish treatments, that shall be decided at the time of Specific Design Plan approval.

\* Modifications to the standards can be granted by the Prince George’s County Planning Board and/or the District Council on a case-by-case basis, with the approval of a Preliminary Plan or Specific Design Plan.

\*\* Additional requirements for Townhouses are discussed Section IV of this statement of justification—Relationship to the Provisions of the Zoning Ordinance.

\*\*\* The minimum width is 16 feet for interior units and 20 or higher for end units. At least 80 percent of the single-family attached lots shall be a combination of 20 feet, 22 feet, and 24 feet in width to achieve the highest architectural quality and variety of unit sizes. The Planning Board and/or the District Council may allow variations to these standards in accordance with Zoning Ordinance 27-480 during review of the Specific Design Plans.

\*\*\*\* Minimum 150-foot lot depth required adjacent to Ritchie Marlboro Road.

\*\*\*\*\*Multifamily buildings will comply with Landscape Manual setbacks and buffers from Historic Road (Ritchie Marlboro Road).

**PROPOSED COMMERCIAL DEVELOPMENT STANDARDS**

Standards*	Commercial
Front Yard Minimum	10 feet
Rear Yard Minimum	10 feet
Side Yard Minimum	10 feet
Maximum Building Height	30 feet
Lighting	Full Cutoff
	0.0 Light Levels at common property line with residential use

\* Signage to be in accordance with the requirements of the C-O zone. Variation to the Commercial Development standards can be granted by the Prince George’s County Planning Board and/or the District Council on a case-by-case basis, with the approval of a Preliminary Plan or Specific Design Plan.

### III. PRIOR APPROVALS

Two prior approvals affect the site, though they are not development proposals.

1. Mandatory Referral MR-1605F was approved for a water main along Ritchie-Marlboro Road.
2. The Approved Westphalia Sector Plan and Sectional Map Amendment rezoned the Property to the R-M and L-A-C Zones and included land use types and quantities that effectively act as the Basic Plan for the Property. These are discussed in Section IV of this statement of justification.

### IV. MASTER PLAN and GENERAL PLAN

#### A. Master Plan

The Property was rezoned to the L-A-C and R-M Zones from the R-A Zone by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (“Sector Plan” and “SMA”). Sector Plan Change Order #9 specifically states that Development Concept 4 (p. 106) (Appendix 1) serves as the Basic Plan for the Property and that land use quantities will be determined at the time of CDP based on exhibit 58. (*See supra*). The Sector Plan includes the intersection of Westphalia Road and Ritchie-Marlboro Road intersection as a Gateway for the Sector Plan area. At the time of Sector plan approval, the Property was in the Developing Tier.

The Sectional Map Amendment outlines the Land Use Types and Quantities for the rezoning from R-A to R-M and L-A-C (p. 91).

**The R-M (Residential Medium) and L-A-C (Local Activity Center) comprehensive design zones implement the sector plan recommendation for low- to moderate-density residential, neighborhood-oriented commercial and institutional land uses on these three properties. Public Record Exhibit 58 contains an illustration for a comprehensively planned mix of civic, residential, commercial, and open space uses as the basic plan (as amended by CR-2-2007 (DR-2) below) for these comprehensive design zones per Section 27-478 of the Zoning Ordinance. The land use relationships illustrated in Exhibit 58 are represented in SMA Rezoning Development Concept 4 (see Appendix 1). The land use types and quantities approved for the Rock Creek Baptist Church, Washington, and Bean properties are defined by CR-2- 2007 (DR-2), SMA Amendment 3 as follows:**

- **Land Use Types: All uses allowed in the R-S and L-A-C Zones.**

• **Land Use Quantities (to be determined at CDP, based on Exhibit 58):**

**R-M (3.6) Zone—Approximately 183.5 acres, capped at 4.0 DU/gross acre**  
**Residential—712 units**  
**Age-Restricted Community—160 units**  
**Public/Quasi-Public Use—Church, school and recreation amenities**

**L-A-C (Neighborhood) Zone: Approximately 40 acres capped at 8.0  
DU/gross acre**

**Residential—Approximately 12 acres**  
**Residential—320 units**  
**Commercial/Retail (including live/work)—25,000 square feet GFA**  
**Country Inn—40,000 square feet GFA**

**Comprehensive Design Plan Review Considerations:**

**MC-631 is located on the subject property and should connect directly to the portion of MC-631 located on the Woodside Village property at a four-way intersection with Westphalia Road.**

The proposed development falls below these maximum densities and intensities. Exhibit 58 included a Country Inn to be located within the L-A-C portion of the Parkland property. The Country Inn that was envisioned at the time of the Sector Plan was to utilize the existing structure that was built on the Parkland property however that structure is in severe disrepair and the Country Inn concept is no longer financially viable. Therefore, the Country Inn is not included in this application.

The rezoning covered three large properties: the subject Property (Parcels 16 and 25) and the property abutting to the west (Parcel 26). MC 631 runs north/south on through the Property and is shown on the proposed CDP running north-south along the western portion of the Property.

Westphalia Road, between D'Arcy Road and Ritchie Marlboro Road, is designated in the Sector Plan as a Scenic and Historic Road that dates back "from the third quarter of the eighteenth century, before 1762." (p. 69). The designation dates back to the 1992 Historic Sites and Districts Plan, but the Sector Plan recognizes that it "is proposed for improvement to serve anticipated traffic from local development." Westphalia Road is classified as C-626, a planned connector road with a right-of-way of 80 feet. Several plats have been recorded along Westphalia Road in the vicinity of the Property, including Westphalia Woods (NLP 122 @ 90 and NLP 132 @ 27) and Sun Valley Estates (REP 203 @ 84 and 85). These plats show

dedication of new Westphalia Road right-of-way, including some realignment, in accordance with its collector status.

The other access road serving the Property is Ritchie Marlboro Road, classified in the Sector Plan as an Arterial roadway (A-39). Although classified as an arterial, the Sector Plan also recommends that:

**only four lanes of road construction for the segment between C-604 (old Marlboro Pike) and MC-631 (Suitland Parkway extended) to prohibit direct access to the road from individual lots, and require additional right-of-way at major intersections....**  
(p. 40)

Essentially, though an arterial, Ritchie Marlboro Road will serve as a major collector. Section 24-121(a)(3) of the Subdivision Regulations prohibits lots from having direct access to an arterial highway; and Section 24-121(a)(4) requires a lot depth of 150 feet. Lots in The Parkland Rock Creek are designed to access internal streets; no direct access to lots is proposed from Ritchie Marlboro Road. As currently envisioned, no individual lot will back to Ritchie Marlboro Road so the 150-foot lot depth is not anticipated to be an issue. The parcel set aside for age-restricted multifamily units exceeds the minimum lot-depth requirement.

## B. General Plan

Subsequent to the 2007 approval and adoption of the Sector Plan and SMA, in 2014, the County approved a new general plan, *Plan Prince George's 2035* ("Plan 2035"). Plan 2035, which provides a new vision for Prince George's County, abandons the three tier structure of the 2002 General Plan, and creates new Growth Policy Areas in the County. These include:

- Regional Transit Districts
- Local Centers
- Employment Areas
- Established Communities
- Future Water and Sewer Service Areas
- Rural and Agricultural Areas

Part of the Property is in the Future Water and Sewer Growth Policy Area, and part is in the Established Communities Growth Policy Area. Future Water and Sewer Areas are areas that are "within the Growth Boundary, but which have not been approved for a water and sewer category change (which would allow for denser development)...." (p. 20). To implement the Sector Plan vision, a category change from Water and Sewer 5 to Water and Sewer 4 has been

approved for the adjoining Preserve at Westphalia early 2017. A change from the Water and Sewer Categories W-5 and S-5 to W-4 and S-4 is required to move forward. Realizing the Sector Plan vision on this Property will not be possible without this change.

The new vision presented by Plan 2035 includes major development around transit stations and a concentration of new commercial development in Regional Transit Districts, Local Centers and Employment Areas. In fact, while not meant to be applied as a specific test for new development, Table 17 of Plan 2035 recommends 90 percent of all future employment uses occur within these three areas (p. 110).

Plan 2035 sets forth the following 12 Land Use Policies. Some of these do not apply to the proposed development.

***POLICY 1: Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17.***

#### *Goals*

*LU1.1 To support areas best suited in the near term to become economic engines and models for future development, encourage projected new residential and employment growth to concentrate in the Regional Transit Districts that are designated as Downtowns (see the Strategic Investment Program under the Implementation section).*

*LU1.2 Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they are consistent with and support the Plan 2035 growth management goals, vision, and policies. Conduct a comprehensive analysis of the Zoning Ordinance, including its use tables, zoning districts and densities, and variance criteria.*

*LU1.3 Evaluate the existing zoning districts in the Regional Transit Districts to ensure that sufficient development capacity is available to meet desired population and employment targets set forth by the Center Classification System (see Table 16).*

*LU1.4 Annually review and report on county growth trends to measure progress toward meeting Plan 2035 growth management goals. Identify potential revisions to policies and ordinances to assist with meeting the goals.*

*LU1.5 Annually review the CIP program to ensure consistency with the Plan 2035 vision, goals, and policies. The Planning Board will review proposed public facility and infrastructure*



*projects and submit its recommendations to the District Council and County Executive for consideration (also see Strategic Investment Program under the Section V: Implementation).*

*LU1.6 Identify the key capital improvement projects for each of the centers identified in Table 16 that are necessary to promote and facilitate economic and residential development within the center. Identify and coordinate the capital improvement projects with county agencies and key stakeholders. Prepare a summary of the Center Diagnostic score for each center.*

**RESPONSE:** The Growth Policy Map (Map 1; p. 18) shows the Westphalia Local Center on the north side of Pennsylvania Avenue outside (east) of the Capital Beltway. This Center is also shown in the 2007 Sector Plan (Map 3; p. 16). The Westphalia Local Center is developing now at a moderate pace. Located near the corner of Ritchie-Marlboro and Westphalia Roads, the subject Property is outside the conceptual boundary of this Center and located in the Future Water and Sewer and Established Communities Policy Areas (p. 20). The site is currently located in Water and Sewer Category 4 per CR-98-2020 (Parkland) and CR-22-2021 (Rock Creek). This intersection is designated as a Gateway to the Sector Plan area and recommended for residential development. When the Sector Plan rezoned the Property from the R-A to the R-M and L-A-C Zones, it recommended that the Property develop as a rural hamlet. This recommendation from has been County policy since 2007, and in 2014, the County continued to recognize the potential development of this hamlet, and the recent change to the water and sewer category and Comprehensive Design Plan approval on the adjoining Preserve at Westphalia property helped to advance it.

***POLICY 2: Limit the expansion of public water and sewer outside the Growth Boundary in Rural and Agricultural Areas.***

### *Goals*

*LU2.1 Coordinate the provision of public water and sewer, as outlined in the Public Facilities Element, with the Department of Environmental Resources (DER) and the Washington Suburban Sanitary Commission (WSSC) and in accordance with the Growth Policy Map to ensure that water and sewer facilities are not extended beyond the Growth Boundary. The Growth Boundary should be reviewed on a periodic basis to assess compatibility with Plan 2035 goals.*

*LU2.2 Coordinate amendments to the Growth Boundary with future updates to the Septic Tier Map and the county's Water and Sewer Plan.*

**RESPONSE:** The Property is not in the Rural and Agricultural Area; it is within the Growth Boundary, and water and sewer are available to the Property. Only a change in categories is required.

***POLICY 3: Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents.***

*Goals*

*LU3.1 Evaluate the Plan 2035 future land use categories and apply to new master plans so that, over time, all plans use a common nomenclature to describe similar land uses. Allow plans to develop common land use subcategories.*

*LU3.2 Review preliminary master plans and rezoning requests to ensure that proposed development is consistent with the Growth Policy Map and the Center Classification System (see Table 16). (see also Section V: under Plan Administration for Amendments and Updates).*

*LU3.3 Review approved master plans to evaluate the consistency of existing Regional Transit Districts and Local Centers with the Center Classification System (see Table 16). To ensure consistency, future master plan revisions and/or rezonings may be warranted.*

**RESPONSE:** This policy guides future County actions and is not directly applicable to the subject application. To be certain, though, until new area plans are complete Plan 2035 directs us back to the Sector Plan for specific recommendations on individual properties (p. 101). The Sector Plan here seeks a medium-density local activity center on the Property at a Gateway to the Westphalia area and the Westphalia Local Center. The proposed CDP advances this vision of the Sector Plan.

***POLICY 4: Phase new residential development to coincide with the provision of public facilities and services.***

*Goals*

*LU4.1 Annually evaluate the county's residential and employment forecast projections to identify the amount of new land area required to meet demand.*

*LU4.2 Create a working group to address the magnitude of the residential pipeline in Established Communities and Rural and Agricultural Areas. Potential strategies to reduce the pipeline include amending the county code to limit validity periods, reevaluating approved adequate public facilities for projects that have not provided assurances that public infrastructure will be constructed in a timely manner, and requiring performance bonding prior to recordation of final plat.*

*LU4.3 Evaluate strategies to phase development countywide. Potential strategies include establishing a residential allocation process.*

**RESPONSE:** Properties in the adjacent areas are in Water and Sewer Categories 3, 4 and 5, including the existing Cabin Branch Acres Subdivision, across Ritchie Marlboro Road to the northeast (W/S Category 3); the Preserve at Westphalia to the east (W/S Category 4); and the Westphalia Woods Subdivision one property to the west (W/S Category 3). Existing or coming planned development characterizes the area, phasing development as envisioned by the County. Development of this Property with residential uses is consistent with strategies to phase development to coincide with provision of public facilities.

***POLICY 5: Implement the Growth Policy Map through coordinated multimodal transportation and mobility planning and programs.***

**RESPONSE:** The Property is near the intersection of Ritchie Marlboro Road and Westphalia Road, gateway to a rapidly growing sector. Transportation issues, including a review of the multimodal transportation and mobility planning and programs will be evaluated at the time of Preliminary Plan of Subdivision.

***POLICY 6: Support new employment growth in Employment Areas in accordance with the Growth Policy Map and the Growth Management Goals (see Table 17).***

*Goals*

*LU6.1 Align the Economic Development Corporation's work program with the Growth Policy Map to establish programs and policies to support employment growth in the Employment Areas, with a particular emphasis on the Innovation Corridor (see the Strategic Investment Program under Implementation).*

**RESPONSE:** The Growth Policy Map and land use recommendations encourage employment uses to be concentrated in Employment Areas and Innovation Corridors. The proposal does not include employment uses which are generally more appropriate in those locations.

***POLICY 7: Limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers.***

*Goals*

*LU7.1 Reevaluate mixed-use land use designations outside of the Regional Transit Districts and Local Centers as master plans are updated.*

*LU7.2 Consider developing, as part of the Zoning Ordinance update, alternative lower density zoning districts that promote walkability and allow for a mix of uses.*

**RESPONSE:** The Property is not in a Regional Transit District or Local Center, although is it fairly close to the Westphalia Local Center described in Plan 2035. As such, mixed uses are not generally recommended, but part of the Property is in the L-A-C Zone and the Sector Plan calls for a mix here; therefore, the proposed mix of residential dwelling types and some neighborhood-oriented commercial space, advances the vision of the Sector Plan.

***POLICY 8: Strengthen and enhance existing residential areas and neighborhoods in the Plan 2035 Established Communities.***

*Goals*

*LU8.1 Coordinate land use planning with county municipalities.*

*LU8.2 Use conservation subdivisions in areas adjacent to Rural and Agricultural Areas to transition density and to encourage preservation of green infrastructure corridors as defined by the county's Green Infrastructure Plan.*

*LU8.3 Encourage municipalities to designate Development Review Districts to promote and preserve the integrity of high-quality and complementary infill development in the Established Communities.*

*LU8.4 Revise and update the Zoning Ordinance, Subdivision Ordinance, and other county regulations to ensure they help protect, strengthen, and revitalize the Established Communities.*

*LU8.5 Continue to coordinate, apply for, and use state and federal programs and resources for neighborhood revitalization and reinvestment of low- and moderate-income communities. Programs and resources include Sustainable Community designations, HUD program funds, and tax incentives.*

**RESPONSE:** Although not in the Rural and Agricultural Policy Area, part of the northern portion of the Property is included in the Green Infrastructure Plan as Regulated, Evaluation and Network Gap areas. It adjoins the Established Communities Policy Area. It is not within or near a municipality. Regulated features will be preserved to the fullest extent possible. At the time of Preliminary Plan and Specific Design Plan, these features will be examined in more detail.

***POLICY 9: Limit the expansion of new commercial zoning outside of the Regional Transit Districts and Local Centers to encourage reinvestment and growth in designated centers and in existing commercial areas.***

#### *Goals*

*LU9.1 Evaluate rezoning requests to determine if the location, population projections, and market demand justify an increase in commercially-zoned property.*

*LU9.2 Develop a countywide strategic plan for future retail development and implement its recommendations through the Zoning Ordinance update, master plan process, and public private partnerships with county agencies. As part of this retail plan, inventory older commercial areas and shopping centers to identify candidates for potential (re)development and rezoning to accommodate residential infill or other neighborhood-serving uses.*

**RESPONSE:** At the time of Sector plan approval, commercial uses were envisioned for this Property and the Applicant is developing in accordance with the Sector Plan recommendations. A commercial area of approximately 0.9 acres of land to accommodate 6,000± is proposed in the southeast corner of the Property adjoining the commercial area proposed in the Preserve at Westphalia. This limited amount of commercial uses will not affect the commercial uses in the Regional Transit Districts and Local Centers.

***POLICY 10: Retain Future Water and Sewer Service Areas in water and sewer categories S5 and W5 until additional residential development capacity is needed to meet growth projections.***

#### *Goals*

*LU10.1 Evaluate the Future Water and Sewer Service Areas through annual reviews of the residential pipeline and residential development capacity analysis. Establish criteria to determine when land within the Future Water and Sewer Service Areas should be reclassified.*

*LU10.2 Review the annual water and sewer amendments to retain the S5 and W5 water and sewer categories until additional residential capacity is required and public facilities are in place to serve projected development.*

*LU10.3 Evaluate Future Water and Sewer Service Areas as potential woodland conservation banks or stormwater management offset areas to meet the requirements of the Watershed Implementation Plan (see the Natural Environment Element).*

**RESPONSE:** The Sector Plan area, including land in and around the Westphalia Town Center, is developing as planned. Subdivisions have been approved in the Town Center, and a mix of residential and commercial uses—and the infrastructure necessary to support them—are being built. The Sector Plan envisioned additional residential capacity in the areas outside the Town Center, including on the subject Property. Large areas of woodland are proposed, though the Property is not within a Future Water and Sewer Service Area.

***POLICY 11: Preserve and protect the Rural and Agricultural Areas to conserve agricultural and forest resources.***

#### *Goals*

*LU11.1 Continue to implement the Priority Preservation Plan (PPA) to achieve identified agricultural and forestry land preservation goals and coordinate with the Prince George's County Soil Conservation District, University of Maryland Extension Service, the agricultural community, residents, and community groups.*

*LU11.2 Amend the Zoning Ordinance and Subdivision Ordinance to support agricultural production and forest preservation in the Rural and Agricultural Areas.*

*LU11.3 Evaluate the impacts of extractive industries, such as sand and gravel mining, on resource lands, rural character, economic development, and post-reclamation requirements in the Rural and Agricultural Areas. Map remaining sand and gravel natural resources to locate potential future sand and gravel operations, update and revise development standards, and identify post-reclamation land uses, including*

*residential development, agriculture, and forestry. Propose comprehensive legislation to revise county codes and identify recommendations for the Zoning Ordinance update.*

*LU11.4 To preserve environmentally sensitive land and to encourage development in the Regional Transit Districts, evaluate a transfer of development rights program, density exchanges, or purchase of development rights program for the Rural and Agricultural Areas. Explore opportunities to transfer development rights within areas and to coordinate with the Watershed Implementation Plan and Maryland Accounting for Growth Policy.*

**RESPONSE:** No impacts to the Rural and Agricultural Policy Area are proposed by this proposal. The Property is not in the Rural and Agricultural Policy Area.

***POLICY 12: Participate in regional planning activities to enhance collaboration, coordination, and implementation. Regional issues include employment, transportation, sustainability, health, air quality, climate change, workforce and affordable housing, food system planning, infrastructure, water quality, and land use.***

### *Goals*

*LU12.1 Participate in the Washington Metropolitan Council of Governments' regional planning activities to improve coordination on transit and land use planning. Provide periodic briefings to the Planning Board on regional issues to identify potential land use strategies and programs.*

*LU12.2 Coordinate with the Washington Metropolitan Council of Governments to develop forecasts for residential and employment growth based on the Plan 2035 vision, goals, and policies. The forecast should include an analysis of the remaining development capacity in Prince George's County based on approved zoning, residential and commercial pipeline development, and the Growth Management Goals (see Table 17).*

*LU12.3 Collaborate with adjacent jurisdictions and county municipalities to ensure coordinated land use patterns, connected transportation networks, and continuous environmental networks, in particular during the preparation of master, sector, and functional plans.*

**RESPONSE:** Policy 12 does not apply to the subject request.

V. RELATIONSHIP TO THE PROVISIONS OF THE ZONING ORDINANCE

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

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

**(1) The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

RESPONSE: The Property was purposefully rezoned in 2007 from the R-A Zone to the R-M and L-A-C Zones pursuant to Change Number 9 of the Westphalia Sector SMA; and a comprehensive land use planning study was conducted prior to initiation of the SMA. Therefore, the proposal is subject to the recommendations of the SMA pursuant to Section 27-480(g).

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

RESPONSE: Mirroring the adjoining Preserve at Westphalia, the proposal provides minimal setbacks and additional building height for townhouses to create an urban feel in this suburban setting, helping to create, along with its neighbor to the east, a marvelous sense of place. Smaller setbacks and lot widths for the single-family detached lots with smaller setbacks and lot widths, advance the neo-traditional style of the development, enabling large expanses of open space and recreational opportunities. This fusion of urban- and suburban-style development cannot be achieved under normal regulations designed solely for suburban settings.

**(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;**



RESPONSE: Urban design elements imposed in a suburban setting, preservation of environmental features (and the views into them), and accessible recreational areas, create a development that will satisfy the needs of the residents and guests on the Property, all within close proximity to shopping and institutional uses in the Westphalia Town Center.

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

RESPONSE: The surrounding area is a mix of undeveloped land and single-family detached dwellings on lots ranging from 0.45 acres to just under 2.0 acres. The proposed residential development fits easily into this environment. Immediately to the east, the Preserve at Westphalia is approved with similar, compatible development, and to the south, while not yet developed, is land in the R-M Zone; doubtless, this will be developed with compatible uses.

**(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;**

RESPONSE: Building coverage is minimal and within the maximum requirements. The exact percentages will be determined at the time of Specific Design Plan.

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

RESPONSE: Setbacks proposed are equivalent to the standards already found in the Zoning Ordinance for townhouses and single-family detached dwellings.

**(C) Circulation access points;**

RESPONSE: Major Collector MC-631, Suitland Parkway Extended, will connect Westphalia Road and Ritchie Marlboro Road through the Property and include a Shared Use Path in accordance with the Master Plan of Transportation. MC-631 is the Property's sole access to Westphalia Road, and one of two access points on Ritchie

Marlboro Road. It is the only access to Ritchie Marlboro Road for the main residential portions of the Property; the second access will serve the Age-Restricted development in the northern corner of the site only. From MC-631, four internal streets will provide access to the residential portions of the Property. Access to the commercial site in the southeast corner of the Property will be provided in conjunction with the commercial uses on the Preserve at Westphalia site to the east. The Applicant held a Community Outreach meeting on October 19<sup>th</sup> and due to overwhelming citizen opposition, a connection to Matapeake Drive is not planned.

**(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;**

RESPONSE: As a predominantly residential community, the entire development will exist stably on its own. The addition of a small, neighborhood-oriented commercial use in the southeast corner of the Property will also help sustain the quality of the development by providing yet another, convenient amenity to the site—local, nearby commercial activity.

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

RESPONSE: The proposal will be developed in eight stages; 1-6 the single-family detached and attached uses; 7 the age-restricted multifamily units; and 8 the commercial uses. Each stage will ensure adequacy of public facilities.

**(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;**

RESPONSE: This is not an adaptive use of a historic site.

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

RESPONSE: Section 27-274, as applicable to residential development, and the requirements of Section 27-433 for townhouse dwellings are touched upon briefly later in this statement of justification. Essentially, though, this Comprehensive Design Plan is a bubble plan; precise details of the development as it relates to these requirements will be examined at the Preliminary Plan of Subdivision and Specific Design Plan stages.

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

RESPONSE: A Type I Tree Conservation Plan is submitted in conjunction with this Comprehensive Design Plan for concurrent review and approval. The CDP is in conformance with the Type I TCP.

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

RESPONSE: The Primary Management Area is preserved to the fullest extent possible, with only impacts associated with roadway infrastructure proposed. If some intrusion is required for sewer connection or stormwater outfall, justification will be provided at the Preliminary Plan of Subdivision and Specific Design Plan stages.

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

RESPONSE: The Property was placed in the R-M and L-A-C Zones pursuant to Section 27-226(f)(4)—through a Sectional Map Amendment and a comprehensive land use planning study was conducted by Technical Staff prior to initiation; therefore, Sections 27-480(g)(1) and (2) apply.

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

RESPONSE: The proposal is not a Regional Urban Community. This requirement does not apply.

**Sec. 27-507. – Purposes of the R-M Zone.**

**(a) The purposes of the R-M Zone are to:**

**(1) Establish (in the public interest) a plan implementation zone, in which (among other things):**

**(A) Permissible residential density is dependent upon providing public benefit features and related density increment factors; and**

RESPONSE: Public benefit features are required when increased density over the base density is proposed. In fact, the Zoning Ordinance specifies that the base density shall not be deemed as the minimum density in the Zone [Sec. 27-509(a) Footnote 2]. In cases where density is below the base, as in the instant case for both the R-M and L-A-C portions of the project, public benefit features are not required.

**(B) The location of the zone must be in accordance with the adopted and approved General Plans, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change;**

RESPONSE: The Property was placed in the R-M Zone through the approval of Exhibit 58 in the Sector Plan and Sectional Map Amendment; its location is in

conformance with the Sector Plan and this proposal advances the Sector Plan recommendations.

**(2) Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, and Sectional Map Amendment Zoning Changes) can serve as the criteria for judging individual physical development proposals;**

RESPONSE: The Applicant proposes regulations to implement the recommendations of Plan 2035 and the Sector Plan. Certain requirements of the Zoning Ordinance apply to townhouses; additional regulations are promulgated and outlined in Section II of this statement of justification—Nature of the Request. These regulations concerning setbacks, lot size and lot coverage, help create a moderately dense rural hamlet development envisioned by the Sector Plan.

**(3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District;**

RESPONSE: As noted, the residential community is compatible with residential communities nearby, including Westphalia Woods and Sun Valley Estates (west along Westphalia Road) and Ritchie Brown Estates (east along Ritchie Marlboro Road). Parkland will be a well-matched development adjoining its Exhibit 58 neighbor, the Preserve at Westphalia, developing in much the same fashion. The buffering provided between the proposed development and the existing single family residence (Raichell Washington Savoy) will exceed the requirements of the Prince George's County Landscape Manual.

**(4) Encourage amenities and public facilities to be provided in conjunction with residential development;**

RESPONSE: Road improvements will be determined at the time of Preliminary Plan of Subdivision, and with the recent approval of Category 4 for water and sewer on the adjoining property, extension of water and sewer is planned in the area. The Applicant proposes to provide three onsite recreational

areas to be built with the development. No additional public facilities are necessary, and many are planned in the nearby Town Center.

**(5) Encourage and stimulate balanced land development; and**

RESPONSE: With the approval of the Westphalia Town Center, and the County approval of Plan 2035, commercial, institutional and recreational facilities are concentrated in the Town Center, leaving The Preserve at Westphalia prime for residential development. At the time the zones were approved on the Property, County policy was for more decentralized commercial activity. Plan 2035 changed that policy. Commercial uses are now recommended to be concentrated in Centers. This proposal provides commercial uses in accordance with the Sector Plan requirement (Exhibit 58), but leaves to the Town Center larger commercial activities. It develops the Property primarily with additional residential uses and age-restricted uses that contribute to the balance of land use in the area.

**(6) Improve the overall quality and variety of residential environments in the Regional District.**

RESPONSE: The Applicant proposes high quality design elements that will be more fully vetted at the Specific Design Plan stage. Single-family attached and detached units are proposed, as well as a complement of age-restricted dwellings, thus maintaining a variety within the development and contributing to the varied housing stock in the county. And, a combination of urban and suburban design is applied to the development, creating a varied residential environment on the Property and in the Regional District as a whole.

**Sec. 27-509. – R-M Zone Regulations.**

The R-M Zoned portion of the property contains residential components of the application, including single family attached and detached units along with a multifamily section in the northwestern section of the property.

Section 27-509(a) sets the following requirements for the R-M Zone:

R-M 3.6:	Required	Provided
Minimum Acreage	10 acres	138.74
Base—Maximum Density	3.6—5.7* dus/acre	3.6

\* The Basic Plan reduced the maximum density from 5.7 to 4.0 dwellings per acre for this R-M Zone Property.

Section 27-509(b) sets forth Public Benefit Features required to increase density above the base. While these are not necessary for the R-M portion of this proposal (it does not increase the density above the base), the Applicant is providing a three community areas well distributed throughout the community. These areas will provide passive recreational activity for residents and guests.

Additional requirements of Section 27-509 include:

**(d) Other regulations.**

**(1) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

RESPONSE: Single-family detached lots in the R-M Zone will all have frontage on, and direct vehicular access to, a public street.

**(2) Additional regulations concerning development and use of property in the R-M Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

RESPONSE: All lots within the R-M Zone having off-street parking will provide it in accordance with the requirements of Part 11. Parking, signs and landscaping will be fully analyzed at the Specific Design Plan stage.

**(e) Adjoining properties.**

**(1) For the purposes of this Section, the word "adjoining" also includes properties separated by streets, other public rights-of-way, or railroad lines.**

RESPONSE: This is understood. While no railroad lines affect the Property, "adjoining," as used in this document, includes properties across rights-of-way.

**(f) Gross density.**

**(1) In establishing the maximum gross density, the District Council shall consider the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change and the existing zoning of the property being rezoned.**

RESPONSE: The Applicant proposes density below the maximum allowed.

**Sec. 27-494. – Purposes of the L-A-C Zone.**

**(a) The purposes of the L-A-C Zone are to:**

**(1) Establish (in the public interest) a plan implementation Zone, in which (among other things):**

**(A) Permissible residential density and building intensity are dependent on providing public benefit features and related density/intensity increment factors; and**

RESPONSE: Public benefit features are required when increased density or intensity over the base is proposed. The proposed development of 145 dwellings in the L-A-C Zone represents a density of 8.0 dwellings per acre which equals the base density of 8 dwellings per acre; therefore, no public benefit features are required.



**(B) The location of the zone must be in accordance with the adopted and approved General Plan, Master Plan, Sector Plan, public urban renewal plan, or Sectional Map Amendment Zoning Change;**

RESPONSE: The Property was placed in the L-A-C Zone through the Sector Plan and Sectional Map Amendment.

**(2) Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, Sector Plans, public urban renewal plans, and Sectional Map Amendment Zoning Changes for Community, Village, and Neighborhood Centers) can serve as the criteria for judging individual physical development proposals;**

RESPONSE: Both the 2007 Sector Plan and the 2014 Plan 2035 include recommendations to be applied appropriately to the proposed development. They are outlined in Section IV of this statement of justification. Regulations for development in the L-A-C Zone are proposed in Section II of this document. They are intended to advance the Sector Plan vision of a rural hamlet on this Property.

**(3) Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety and welfare of the present and future inhabitants of the Regional District;**

RESPONSE: Parkland and Rock Creek sit in the northern edge of the more dense parts of the Westphalia Sector Plan. These more dense places are joined by common zoning, many of which are yet to develop. The proposed development is generally surrounded by on-site buffers, except where the Property abuts the Preserve at Westphalia, that, once established, will be a similar development in the R-M and L-A-C Zones. Public health, safety and welfare are fostered by the proposed development in that public facilities are adequate to serve the Property and traffic and circulation patterns proposed create safe movement throughout the community.

**(4) Encourage and stimulate balanced land development;**

RESPONSE: Together with the Preserve at Westphalia, Parkland and Rock Creek provide a mix of uses in a small-scale, intimate neighborhood setting. Westphalia Town Center, to the south, provides a larger scale and a much different feel. These projects provide a welcome balance to the Westphalia Town Center, creating a small respite in a rapidly growing area.

**(5) Group uses serving public, quasi-public, and commercial needs together for the convenience of the populations they serve; and**

RESPONSE: Commercial uses are proposed which will serve the proposed residential community.

**(6) Encourage dwellings integrated with activity centers in a manner which retains the amenities of the residential environment and provides the convenience of proximity to an activity center.**

RESPONSE: Finally, the Sector Plan acknowledged the need for such as the proposed development. It capitalizes on its proximity to the nearby Westphalia Town Center, while providing on-site amenities for its residents.

**Sec. 27-496. – L-A-C Zone Regulations.**

Given its size, the Property falls within the Village Center category in the L-A-C Zone. The L-A-C Zoned portion of the property contains residential components of the application, including single family attached and detached units along with a commercial section in the southeastern section of the property, contiguous to the commercial section of the Preserve at Westphalia project. For Village Centers, Section 27-496(a) sets the following requirements:

Village Center:	Required	Provided
Minimum Acreage	10 acres	18.13
Residential Base—Maximum Density	8 to 12* dus/acre	8.0
Commercial Base – Maximum Density sf)	0.16 FAR (6,273 sf)	**0.15 FAR (6,000

\* The Basic Plan reduced the maximum density from 12 to 8.0 dwellings per acre for this L-A-C Zone Property.

\*\*Exhibit 58 calls for 25,000 sf of commercial development within the L-A-C zone. The Preserve at Westphalia project provides 12,500 sf and this application proposes 6,000 sf on the 0.90 acres of commercial land proposed for an FAR of 0.15. The adjacent 2.0 acre Washington property which is not part of this application, falls partially within the L-A-C zone and it is assumed that the remaining 6,500 sf of commercial development will be provided by that applicant when that property chooses to develop in the future.

Additional requirements of Section 27-496 include:

**(d) Other regulations.**

**(1) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

RESPONSE: Commercial uses and single-family detached lots will have frontage on, and direct vehicular access to, public streets. Townhouse lots in the L-A-C Zone are proposed with frontage on, and direct vehicular access to, private streets. Required authorization from the Planning Board will be sought at the Preliminary Plan of Subdivision stage.

**(2) Additional regulations concerning development and use of property in the L-A-C Zone are as provided for in Divisions 1, 4, and 5 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

RESPONSE: Off-street parking is provided for both the residential and commercial portions of the Property in accordance with the requirements of Part 11. Signs and landscaping will be fully analyzed at the Specific Design Plan stage.

**(e) Adjoining properties.**

**(1) For the purposes of this Section, the word "adjoining" also includes properties separated by streets, other public rights-of-way, or railroad lines.**

RESPONSE: This definition is employed in the analysis.

**Sec. 27-480. - General development regulations.**

**(g) When property is placed in a Comprehensive Design Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:**

**(1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property should establish and provide guidance for the development regulations to be incorporated in the Specific Design Plan.**

**(2) The limitations on the maximum percentages of townhouse and multifamily dwelling units contained in Section 27-515(b)(7), footnote 29, the lot area requirement in Subsection (b) above, and the lot width requirements in Subsection (e) above shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.**

RESPONSE: Because the Property was placed in a Comprehensive Design Zone through an SMA approved after October 1, 2006, for which a comprehensive land use planning study was conducted prior to initiation, it is subject to these above regulations and not subject to 27-515(b)(7), footnote 29. In other words, the limitation on the percentage of townhouses proposed is not applicable. The Property was the subject SMA Public Record Exhibit 58, which was included in the SMA as Sector Plan Development Concept 4 (p. 106). Sector Plan Development Concept 4 shows a conceptual layout of the Property, that, in general, includes mixed-use residential as its primary land use. The proposed CDP shows a mix of residential dwelling types and commercial space in general conformance with Exhibit 58: Concept 4.

**Sec. 27-274. - Design guidelines.**

**The design guidelines of Section 27-274(a) will be evaluated in detail at the time of Specific Design Plan. The guidelines pertain to:**

**- Parking, loading, and circulation.**

Off street parking and loading is not required for residential development. Circulation allows for easy movement throughout the community, with minimal access points to Westphalia Road and Ritchie Marlboro Road. Parking for the commercial uses will be “located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars.” [Section 27-274(a)(2)(A).]

**- Lighting.**

Street and house lighting is proposed on the Property. Street lighting design will be determined at the Specific Design Plan stage. Lighting in the commercial area will be designed to minimize impacts on adjoining residential areas and fixtures will be full cutoff.

**- Views.**

The development is designed to take visual advantage of the environmental features of the site. Views from within the site will focus on the environmental features, while views from outside the Property will be protected by buffers and setbacks.

**- Green area.**

Most of the green area on site is associated with the streams, slopes and their associated buffers. However, the three recreational areas are well-distributed throughout the community and provide passive green area and focal points for community activity, in addition to active recreational opportunities. Specifics of these areas will be reviewed at the Specific Design Plan stage.

**- Site and streetscape amenities.**

The ultimate specifications of site and streetscape amenities will be determined at the Specific Design Plan stage.

**- Grading.**

Grading will be necessary on the site to mitigate for the presence of Marlboro Clays as well as to meet the maximum depth requirements for public sewer that is required by WSSC.

**- Service areas.**

Commercial service areas will be screened from adjoining properties and streets.

**- Public spaces.**

The Public spaces guideline is aimed at providing public space in large scale commercial or multifamily development; it is not generally applicable to single-family developments. However, the proposal includes three recreation areas distributed equitable throughout the community to include “sitting areas, landscaping, access to the sun, and protection from the wind.”

**- Architecture.**

At the Specific Design Plan stage, the Applicant will propose architecture with an appropriate variety of building forms, and a unified, harmonious use of materials and styles.

**- Townhouses and three-family dwellings.**

The precise layout of the townhouse portion of the community will be determined at the Preliminary Plan of Subdivision stage. Architecture will be addressed at the Specific Design plan stage.

## VI. CONCLUSION

Exhibit 58, Concept 4 of the Westphalia Sector Plan shows an rural hamlet on this Property, together with its mirror image to the east (The Preserve at Westphalia). The hamlet, located at a gateway to the Westphalia area, establishes the coming character of Westphalia, and begins to suggest a sense of place. Growth in the area is proceeding apace, with Westphalia Town Center's mix of residential types and commercial uses. Here, at Parkland and Rock Creek, single-family attached and detached uses share space with a small, neighborhood commercial center, an age-restricted multifamily complex, and recreational opportunities. This "place" is created in conformance with the requirements of the Zoning Ordinance and the vision established by the Sector Plan as articulated in Exhibit 58. It will be a welcoming gateway to the Westphalia Sector. For these reasons, the Applicant respectfully requests approval.

Respectfully submitted,  
**Development Team**

**Applicant**

Stanley Martin Homes, LLC  
6400 Ivy Lane, Suite 600  
Greenbelt, Md 20770  
301-368-8760  
Contact: Brandon Gurney  
[GurneyBJ@stanleymartin.com](mailto:GurneyBJ@stanleymartin.com)

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**Land Use Attorney**

Matthew C. Tedesco  
McNamee Hosea  
6411 Ivy Lane, Suite 200  
Greenbelt, Maryland 20770  
301-441-2420  
[mtedesco@mhlawyers.com](mailto:mtedesco@mhlawyers.com)

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**Engineer and Land Planning**

Rodgers Consulting  
1101 Mercantile Lane, Suite 280  
Largo, MD 20774  
301-948-4700  
Contact: Nat Ballard  
[NBallard@rodgers.com](mailto:NBallard@rodgers.com)

---

**Traffic Engineer**

Lenhart Traffic Consulting  
645 Baltimore Annapolis Blvd  
Severna Park, MD 21146  
410-216-3333  
Contact: Mike Lenhart  
[mlehart@lenharttraffic.com](mailto:mlehart@lenharttraffic.com)

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# BASIC PLAN (CONCEPT 4, EXHIBIT 58/ TABLE 5: APPROVED ZONING CHANGES, CHANGE NUMBER 9 (PAGE91))

SCANNED

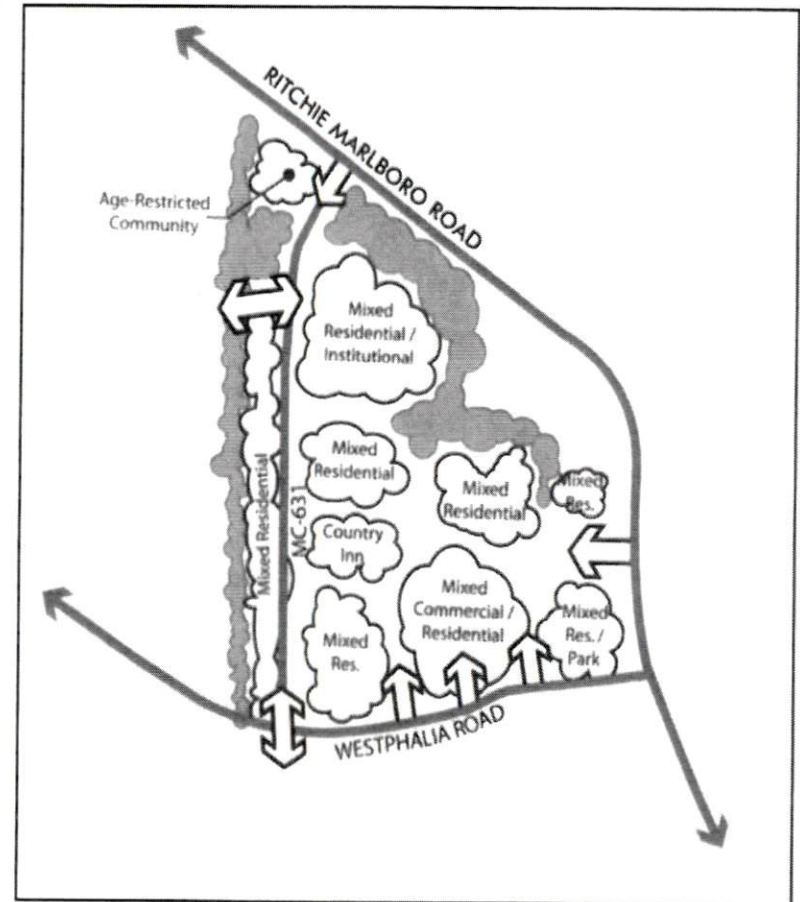
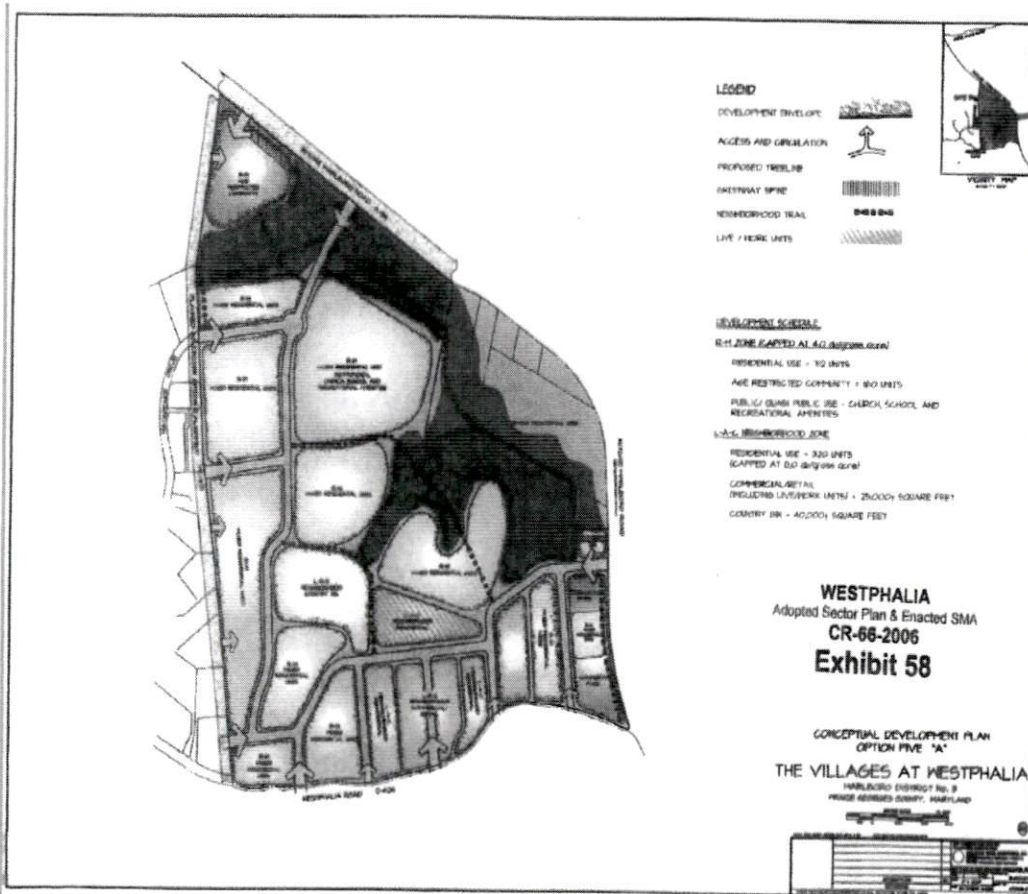




Figure 1. Sector Plan Development Concept 4: The Villages at Westphalia (page 106)

In addition, the Sector Plan also makes the following recommendations that affect the subject property:

- “Construct MC-631 (Suitland Parkway extended) from MC-634 (Presidential Parkway extended) to A-39 (Ritchie-Marlboro Road) as a major collector. Require additional right-of-way at major intersections for one additional lane in each direction (but not along the entire road length) in order to minimize the impacts on adjacent properties and provide LOS D operation at the major intersections during peak hours.” (pages 40 to 42)
- “Promote the development of attractive gateways into the Westphalia area that define the site’s image as an inviting and safe place.” (page 32) The Westphalia Road/Richie Marlboro Road Intersection is one of 10 key intersections where gateways will be developed.

**Planning Area:** 78

**Community:** Westphalia

**Aviation/MIOZ:** This application is not located within the Military Installation Overlay Zone (MIOZ) or within an Aviation Policy Area (APA).

SCANNED

**Additional Back-up**

**For**

**CDP-2101**

**Parkland and Rock Creek**

# PARKLAND AND ROCK CREEK CDP-2101

The Applicant's requested revisions to recommended conditions, and request for any associated findings to be modified accordingly, are as follows:

\* \* \* \* \*

## RECOMMENDATION

Based upon the preceding evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-2101, and Type I Tree Conservation Plan TCP1-022-2021, for Parkland and Rock Creek, subject to the following conditions:

1. Prior to certificate approval of the comprehensive design plan (CDP), the following revisions shall be made, or information shall be provided:
  - a. Provide ~~a minimum three acres~~ 12,500 square feet of gross floor area for future commercial/retail uses in the Local Activity Center Zone, directly adjacent to the approved acreage to the east in the Preserve at Westphalia project, for the local activity center ~~and 12,500 square feet of gross floor area for future commercial/retail uses.~~
  - b. Submit a list of sustainable site and green building techniques for the commercial and multifamily uses that will be used in this development included in the design guidelines.
  - c. Update the legend on the Circulation Plan to include ~~Provide a~~ bicycle and pedestrian notes and/or symbols that circulation exhibit to show a network of pedestrians and bikeway facilities internal to the site, including the 10-foot-wide master plan shared-use path along the subject site frontage of MC-631. ~~The exact amount and location of those facilities will be determined based on the density approved with the preliminary plan of subdivision and further evaluated at time of specific design plan.~~
  - d. Revise the density calculation, or the development data located on Sheet 1 so that the total number of residential dwellings proposed in the Residential Medium Development and Local Activity Center Zones, under the column "Provided Density", are consistent with the maximum unit number of residential dwellings listed in the development data.
  - e. ~~Redesign the site layout to show the following modifications. The exact design shall be accepted by the Transportation Planning Section:~~
    - (1) ~~Show a 60-foot street connection between the stub end of Matapeake~~

~~Drive and MC-631.~~

~~(2) — Show a public street connection to Westphalia Road from Pod E to the stub connection in the Preserve at Westphalia development to the east.~~

~~(3) — Modify the site circulation plan to facilitate a traditional site circulation pattern which provides intra-parcel connections to transportation facilities and land uses on site.~~

- f. Show a conceptual location on the CDP of a four-way intersection of MC-631 and Westphalia Road, with an extension of MC-631 on the Woodside Village property to the south.
- 2. Total development within the subject property shall be limited to uses which generate no more than 470 AM peak-hour trips and 564 PM peak-hour trips, unless modified by the adequate public facilities test for transportation at the time of preliminary plan of subdivision.
- 3. This development is governed by the following design standards:

**Single-Family Detached Units**

STANDARDS\*\*

Minimum Net Lot Area	6,000 square feet
Minimum Front Yard Setback	20 feet
Minimum Rear Yard Setback	20 feet*
Minimum Side Yard Setback	
(one side / combined)	5 feet/10 feet
Minimum Lot Width at Street Line	50 feet
<a href="#">Minimum Lot Width at Street Line for Lots on a Concave Street</a>	<a href="#">46 feet</a>
Minimum Lot Width at Front BRL	<del>50</del> 47 feet
Minimum Lot Width at Street (cul-de-sac)	<del>40</del> 28 feet
Maximum Height	40 feet
Maximum Lot Coverage	50 percent
Minimum Rear Yard Area	1,000 square feet

**Single-Family Attached (Townhouse) Units**

STANDARDS\*\*

Minimum Net Lot Area	
16-foot-wide	1,200 square feet
20-foot-wide	1,400 square feet
22-foot-wide	1,600 square feet
24-foot-wide	1,800 square feet
Minimum Front Yard Setback	6 feet
Minimum Lot Width at Street Line	16 feet***
Minimum Lot Width at Front BRL	16 feet ***
Minimum Distance Between Buildings	15 feet
Minimum Gross Living Space	1,250 square feet
Maximum Height	45 feet
Minimum Rear Yard Area	300 square feet

**Other Design Standards:**

A minimum of 60 percent of all townhouse units shall have a full front façade (excluding gables, bay windows, trim, and doors) of brick, stone, or stucco.

For all alley-loaded townhouses, a cantilevered deck, a minimum four feet in depth, shall be a standard feature.

Highly visible end units for dwelling units require additional design and finish treatments, that will be decided at the time of specific design plan approval.

[A deck or patio can encroach into the rear yard by 10 feet.](#)

**Notes:** ~~\*A deck or patio can encroach into the rear yard by 10 feet.~~  
[\\*Minimum 150' lot depth required adjacent to Ritchie Marlboro Road.](#)

\*\*Variation to the standards can be granted by the Prince George’s County Planning Board on a case-by-case basis, with the approval of a specific design plan.

\*\*\*The minimum width is 16 feet for interior units and ~~22~~ [20](#) feet or larger for end units. At least 80 percent of the single-family attached [units lots](#) shall be a combination of 20, 22, ~~and~~ 24 feet, [or greater](#) in width to achieve the highest architectural quality and a variety of unit sizes. The Prince George’s County Planning Board and/or the Prince George’s County District Council may allow variations to these standards, in accordance with Section 27-480 of the Prince George’s County Zoning Ordinance, during review of the specific design plans.

**Multifamily Building – Age-restricted**

STANDARDS\*

Maximum Building Height	110 feet
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**Note:** \* Modifications to the standards can be granted by the Prince George’s County Planning Board on a case-by-case basis, with the approval of a specific design plan.

**Commercial Development**

STANDARDS\*

Minimum Front Yard Setback	10 feet
Minimum Rear Yard Setback	10 feet
Minimum Side Yard Setback	10 feet
Maximum Building Height	30 feet
Lighting	Full Cutoff optics
	0.0 Light levels at common property line

**Other Standards:**

The design standards for all freestanding on-site signs shall be determined by the Prince George’s County Planning Board for each individual development at the time of specific design plan review. As a guide, signage should be reviewed, in accordance with the requirements of the Commercial Office Zone.

**Note:** \*Modifications to the standards can be granted by the Prince George’s County Planning Board on a case-by-case basis, with the approval of a specific design plan.

4. Development of this subdivision shall be in conformance with the approved Type 1 Tree Conservation Plan TCP1-022-2021, as amended. The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-022-2021 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

- 5. At the time of preliminary plan of subdivision (PPS), the applicant shall:
  - a. Label the [future](#) dedication of all rights-of-way for MC-631, A-39, and P-616, as identified by the [Prince George’s County Planning Department applicable Master Plans](#).
  - b. Determine a contribution to the Public Facilities Financing and

Implementation Program. The exact amount will be determined based on the density approved for the PPS.

- c. Prepare Phase I (Identification) archeological investigations, according to the 2005 *Planning Board's Guidelines for Archeological Review*, on the above-referenced property to determine if any cultural resources are present. Evidence of Maryland-National Capital Park and Planning Commission concurrence with the final Phase I report and recommendations is required prior to signature approval.

Upon receipt of the report by the Prince George's County Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of the final plat, the applicant shall provide a plan for:

- 1) Evaluating the resource at the Phase II level, or
- 2) Avoiding and preserving the resource in place.

If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or the approval of any grading permits.

- d. Provide a Phase 1 Noise Study, which shall delineate the unmitigated 65 dBA Ldn noise contour line on the subject property, as measured from Ritchie Marlboro Road. If any proposed residential lots or outdoor play areas are within the unmitigated 65 dBA Ldn noise contour line, a Phase II Noise Study shall be required at the time of applicable specific design plan.
  - e. ~~Show a 60-foot street connection between the stub end of Matapeake Drive and MC-631.~~
  - f. Show a public street connection to Westphalia Road from Pod E to the stub connection in the Preserve at Westphalia development to the east, unless otherwise modified by the Department of Permitting, Inspection, and Enforcement, with written correspondences.
  - g. ~~Modify the site circulation plan to facilitate a traditional site circulation pattern which provides intra-parcel connections to transportation facilities and land uses on-site.~~
6. At the time of specific design plan (SDP), the applicant shall:
- a. Provide a plan for any interpretive signage to be erected and public



outreach measures ([if applicable](#) based on the findings of the Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by the Maryland-National Capital Park and Planning Commission staff archeologist. The plan shall include the timing for the installation of the signage and the implementation of public outreach measures.

b. Document all buildings on Parcel 16 through the completion of a Maryland Inventory of Historic Properties (MIHP) form according to Maryland Historical Trust (MHT) standards by a qualified 36CFR60 consultant. The draft and final MIHP form shall be reviewed and approved by Historic Preservation Section staff prior to submittal by the applicant to MHT.

c. Provide the following site plan notes on the SDP:

“The applicant shall conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George’s County Code.”

“The applicant shall conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

d. Provide tracking tables for both the percentage of those townhouses that have 100 percent brick front elevations and those townhouses that have frontage width larger than 16 feet.

e. Provide a highly visible end unit exhibit and corresponding elevations of the proposed architecture models.

f. Provide an additional 10 percent parking for visitors [for the townhouse development pods](#) ~~and a fire engine turning radius exhibit for the townhouse development pods.~~

g. [Provide a fire engine turning radius exhibit for the townhouse development Pods.](#)

7. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior

written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

8. Prior to the issuance of permits for this development, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

9. Unless otherwise modified at the time of preliminary plan of subdivision, ~~P~~prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- A. Ritchie Marlboro Road and Westphalia Road-Orion Lane

Conduct a signal warrant study for this intersection and install signal if it is deemed to be warranted and approved for construction by the Prince George's County Department of Permitting, Inspections and Enforcement.

- B. Richie Marlboro Road and Rock Creek Access

Conduct a signal warrant study for this intersection and install signal if it is deemed to be warranted and approved for construction by the Prince George's County Department of Permitting, Inspections and Enforcement.

KEY:

Underline indicates language added to findings/conditions;

~~Strikethrough~~ indicates language deleted from findings/conditions;

Asterisks \*\*\* indicate intervening existing findings/conditions that remain unchanged.

October 6<sup>th</sup>, 2021

Dear: Adjoining property owner, municipality, previous party of record and / or registered association:

Re: Parkland / Rock Creek CDP  
CDP-2101

**Virtual Public Meeting**  
**OCTOBER 19<sup>TH</sup>, 2021**  
**6:00 PM**

A Comprehensive Design Plan for the above-referenced project has been submitted for pre-review to the Development Review Division of The Maryland-National Capital Park and Planning Commission ("M-NCPPC").

Parkland / Rock Creek is located in the located in the northwest quadrant of the intersection of Westphalia Road and Ritchie Marlboro Road, approximately 1,800 feet northeast from the intersection. The nature of the review is for a comprehensive design plan for a Mixed Use Residential Community consisting of approximately 215 to 671 single-family attached dwelling units, 262 to 411 detached single-family dwelling units, 110 to 160 age restrictive dwelling units and approximately 12,500 square feet of commercial/retail use, consistent with the R-M (Residential Medium) and L-A-C (Local Activity Center) Zones. A CDP has been submitted with the application that outlines areas proposed to be developed within the site as well as areas being preserved. The proposal is to develop the property with a walkable, active residential neighborhood with onsite recreation.

The applicant would like to meet with you and your community to discuss the project. In these times, when public gatherings are not appropriate, the developer invites you to a Virtual Public Outreach meeting using Microsoft Teams. With Microsoft Teams, you will be able to see the proposed plans from your computer as we discuss the project. The virtual meeting will be conducted on Tuesday October 19th at 6:00 PM.

This Virtual Meeting will be an opportunity for everyone to meet - virtually, for the development team to outline the proposal, and for you to ask any questions or share any thoughts or comments with the development team. Obviously, we would prefer to do this in person, but in these challenging and unprecedented times, and in the abundance of caution for everyone's wellbeing, we believe that this is the next best thing.

If you have any questions, or if you would like to participate in the virtual meeting, please contact us via email ([PublicInfo@roddgers.com](mailto:PublicInfo@roddgers.com)) and we will send you additional details and instructions on how to participate. Please reference "Parkland / Rock Creek CDP-2101" in the subject line.

**To join the public meeting by phone only, call 301-798-4992 at the meeting start time and, when prompted, enter the Conference ID: 323 190 881#**

Thank you in advance and we look forward to meeting you online.

Sincerely,  
Rodgers Consulting, Inc.

Nat Ballard  
Team Leader/Principal

<p>Foxchase II HOA 12905 Dunkirk Drive Upper Marlboro, MD 20772</p>	<p>The Towns of Kettering Homeowners Association C/O CVI, Suite 10 6300 Woodside Court Columbia, MD 21046</p>	<p>Lake Arbor Foundation, Inc. 12138 Central Avenue, Ste. 884 Bowie, MD 20721</p>
<p>Rustic Ridge Homeowners Association c/o Sentry Management 2200 Defense Highway Crofton, MD 21114</p>	<p>Collington Homeowners Association c/o Sabrena Gaskin-T&amp;A Covenant Solution 312 Marshall Avenue, Suite 1006 Laurel, MD 20707</p>	<p>The Manors Civic Association P.O. Box 447 Upper Marlboro, MD 20773</p>
<p>Little Washington Civic Association P.O. Box 383 Upper Marlboro, MD 20773</p>	<p>Randolph Village Civic Association Herman Privott, Jr. 8422 Dunbar Avenue Hyattsville, MD 20785</p>	<p>Lanham Station Area Citizens Assoc. 5308 Lanham Station Road Lanham, MD 20706</p>
<p>Coalition of Central PGC Community Associations 708 Quarry Avenue Capitol Heights, MD 20743</p>	<p>Enterprise Estates Civic Association 11704 Whittier Road Bowie, MD 20721</p>	<p>Enterprise Road Corridor Dev. Review District 1400 Rosemary Court Bowie, MD 20716</p>
<p>Millwood-Waterford Citizens Association, Inc. Margaret White 1005 Elderberry Place Capitol Heights, MD 20743</p>	<p>College Station Homeowners Assoc. 122 College Station Drive Upper Marlboro, MD 20774</p>	<p>St. Margaret's of Scotland Catholic Church 408 Addison Road Capitol Heights, MD 20743</p>
<p>Millwood Community Assoc., Inc. 306 Shady Glen Drive Capitol Heights, MD 20743</p>	<p>Prince George's County Educator's Association (PGEAC) 8008 Marlboro Pike District Heights, MD 20747</p>	<p>Belmont Crest Homeowners Assoc. 10416 Marlboro Pike Upper Marlboro, MD 20772</p>
<p>Community Associations of Marlton (CAM), Inc. 12000 Kingfield Court Upper Marlboro, MD 20774</p>	<p>Perrywood Community Association, Inc. 13200 Trumpeter Swan Court Upper Marlboro, MD 20772</p>	<p>Ritchie Heights/Ritchie Manor Civic Association Mallory Johnson 1224 Darlington Street District Heights, MD 20747</p>
<p>Westlake at Lake Arbor Homeowners Association c/o Benjamin Colbert 4307 Gallatin Street Hyattsville, MD 20781</p>	<p>Delight 1A Condominium Assoc. (Fairwood) 12530 Fairwood Parkway, Ste. 103 Bowie, MD 20720</p>	<p>Brighton Place Homeowners Assoc. 12200 Tech Road, Ste. 325 Silver Spring, MD 20904</p>
<p>Clagett Landing Association 1209 Heritage Hills Drive Upper Marlboro, MD 20774</p>	<p>Pickwick Square Mutual Homes, Inc. 1574 Addison Road South District Heights, MD 20747</p>	<p>Palisades Homeowners Association c/o Andrea Clark – Chambers Mgmt. 14106 Jones Bridge Road Upper Marlboro, MD 20774</p>
<p>Lake Largo Townhouses Association (LLTA) 9011 Lake Largo Drive Upper Marlboro, MD 20774</p>	<p>Voice Your Opinion OTV HOA Council 1955 Addison Road South Oxon Hill, MD 20745</p>	<p>Central Civic Assoc. of the Wilburn Community 6616 Sisalbed Drive Capitol Heights, MD 20743</p>

The Knolls at Cabin Branch  
3311 Altair Lane  
Upper Marlboro, MD 20774

Melwood Road Civic Association  
4110 Melwood Road  
Upper Marlboro, MD 20772

Hills Over Mullikan Station HOA  
16606 Peach Street  
Bowie, MD 20716

Lake Arbor Civic Association  
12138 Central Avenue, #305  
Bowie, MD 20721

Forestville Estates Civic Association  
Walter Redmond  
2005 Overton Drive  
District Heights, MD 20747

Roblee Citizens Association  
John Tillery  
4815 Woodford Lane  
Upper Marlboro, MD 20772

Forestville Knolls  
1811 Altamont Place  
District Heights, MD 20747

Ardmore Springdale Civic Association  
Priscilla Ferebee  
3605 Ladova Way  
Upper Marlboro, MD 20774

The Park at Addison Metro HOA, Inc.  
Layla Brown  
3414 Morningwood Drive  
Olney, MD 20832

Westphalia Meadows LLC  
7419 Baltimore Annapolis Blvd.  
Glen Burnie, MD 21061

Ritchie Land Rec Ltd Partnership  
24024 Frederick Road  
Clarksburg, MD 20871

Georgianna & Woodrow Carrington  
2712 Matapeake Drive  
Upper Marlboro, MD 20774

Brookfield Washington LLC  
3201 Jermantown Road, Ste. 150  
Fairfax, VA 22030

Wayne T. Thornton  
2714 Matapeake Drive  
Upper Marlboro, MD 20774

Denise M. Pearson  
2915 Hatboro Place  
Upper Marlboro, MD 20774

Mildred H. Darcey  
2506 Ritchie Marlboro Road  
Upper Marlboro, MD 20774

Joan L. Bean, etal  
10907 Westphalia Road  
Upper Marlboro, MD 20774

Honore S. Nyuyse, etal  
2605 Ritchie Marlboro Road  
Upper Marlboro, MD 20772

PJ Associates LLC Re  
24024 Frederick Road  
Clarksburg, MD 20781

Derek D. Hamilton  
10414 Westphalia Road  
Upper Marlboro, MD 20774

James B. & Fannie B. Thompson  
2917 Hatboro Place  
Upper Marlboro, MD 20774

Green Revolution Realty LLC  
7419 Baltimore Ann Blvd  
Glen Burnie, MD 21061

Bonnie J & Steven E Darcey  
2558 Ritchie Marlboro Rd  
Upper Marlboro, MD 20774

Michael Duane Schneider  
10500 Westphalia Road  
Upper Marlboro, MD 20772

Bailey Rodwell et al  
2707 Matapeake Drive  
Upper Marlboro, MD 20774

Timothy Bean  
10505 Westphalia Road  
Upper Marlboro, MD 20774

Anthony Harris et al  
2705 Matapeake Drive  
Upper Marlboro, MD 20774

Raichell W Savoy  
10704 Westphalia Road  
Upper Marlboro, MD 20774

Michelle S Pitts  
2800 Matapeake Drive  
Upper Marlboro, MD 20772

Linda D & Clifford G Hunt  
2918 Hatboro Place  
Upper Marlboro, MD 20774

Mr. Wayne Thornton  
2714 Matapeake Drive, Ste. Line 2  
Upper Marlboro, MD 20774

Amari Pearson-Fieldsphd  
Luxe Avenue Event Decor  
2915 Hatboro Place  
Upper Marlboro, MD 20774

Mr. Anthony Harris  
2705 Matapeake Drive  
Upper Marlboro, MD 20774

Veronica L Brock  
2716 Matapeake Drive  
Upper Marlboro, MD 20774

## Matthew C. Tedesco

---

**From:** Matthew C. Tedesco  
**Sent:** Wednesday, October 6, 2021 3:50 PM  
**To:** Matthew C. Tedesco  
**Cc:** 'gsp@gsproctor.com'  
**Subject:** RE: Parkland / Rock Creek (CDP-2101)  
**Attachments:** Community Outreach Notice for CDP

My apologies for the duplicative email, we noticed that there was a typo in the original version of the attached notice, which has been fixed in the re-attached version.

Thank you.



---

## Matthew C. Tedesco

*Principal\**

### McNamee Hosea

6411 Ivy Lane, Suite 200      O 301.441.2420  
Greenbelt, Maryland 20770      F 301.982.9450

[Facebook](#) | [mhlawyers.com](http://mhlawyers.com)

*\*Admitted in Maryland*

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**Disclosure Required by IRS Circular 230:** *In accordance with IRS requirements, we wish to inform you that, to the extent this communication contains tax advice, it is not intended or written to be used for the purpose of 1) avoiding tax penalties that may be imposed on the taxpayer by the Internal Revenue Service, or 2) promoting, marketing or recommending to another party any transaction or matter addressed herein.*

---

**From:** Matthew C. Tedesco  
**Sent:** Wednesday, October 6, 2021 3:28 PM  
**To:** Matthew C. Tedesco <mtedesco@mhlawyers.com>  
**Cc:** gsp@gsproctor.com  
**Subject:** Parkland / Rock Creek (CDP-2101)

To whom it may concern:

You are receiving this email in response to prior emails or phone calls requesting information about the above-referenced matter. Specifically, and as we discussed, so as to follow-up on a few inquiries that we have received in

response to the Informational Letter, dated September 20, 2021, that was previously sent, the applicant would like to invite you to attend a virtual outreach meeting on October 19, 2021 at 6PM. The attached notice provides details for this meeting and instructions on how to participate. We will also be mailing this notice to all of the same addresses that received the September 20, 2021 Informational Mailing letter.

Sincerely,

Matt



---

**Matthew C. Tedesco**

*Principal\**

**McNamee Hosea**

6411 Ivy Lane, Suite 200      ☎ 301.441.2420

Greenbelt, Maryland 20770      ✉ 301.982.9450

[Facebook](#) | [mhlawyers.com](http://mhlawyers.com)

*\*Admitted in Maryland*

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**Disclosure Required by IRS Circular 230:** *In accordance with IRS requirements, we wish to inform you that, to the extent this communication contains tax advice, it is not intended or written to be used for the purpose of 1) avoiding tax penalties that may be imposed on the taxpayer by the Internal Revenue Service, or 2) promoting, marketing or recommending to another party any transaction or matter addressed herein.*



# ROCK CREEK PARKLAND

Community Meeting *October 19, 2021*

**RODGERS**  
CONSULTING



LENHART TRAFFIC CONSULTING, INC.  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
TEL: (410) 216-3333  
FAX: (443) 782-2288  
LENHARTTRAFFIC.COM



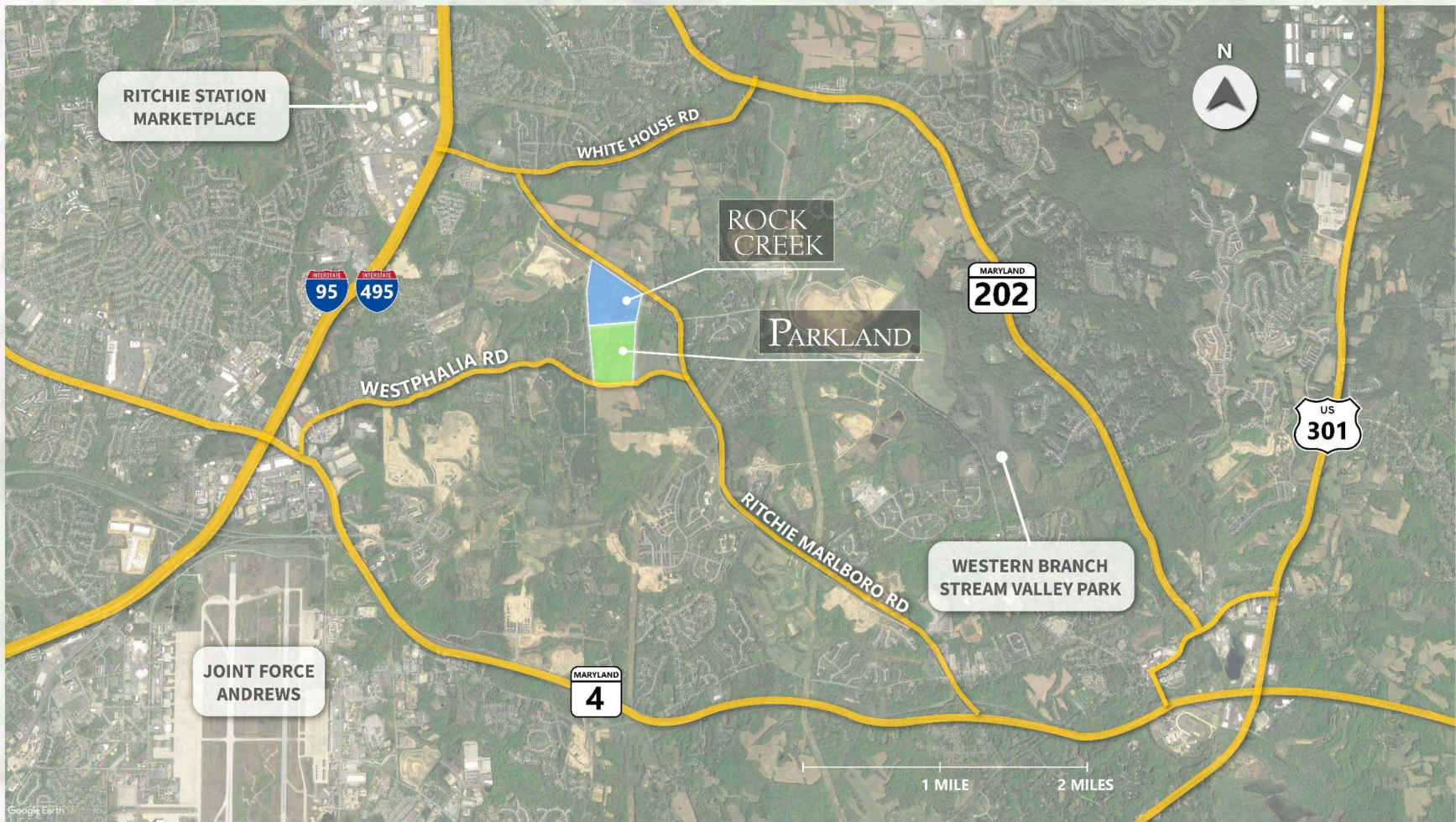
**McNamee Hosea**  
Attorneys & Advisors

**STANLEY MARTIN**  
*Your Life is Our Blueprint*

# Agenda

- INTRODUCTION OF THE DEVELOPMENT TEAM
- PROJECT OVERVIEW AND HISTORY
- TIMELINE
- COMPREHENSIVE DESIGN PLAN
- ENTITLEMENT PROCESS
- ILLUSTRATIVE PLAN
- QUESTIONS





Existing Features

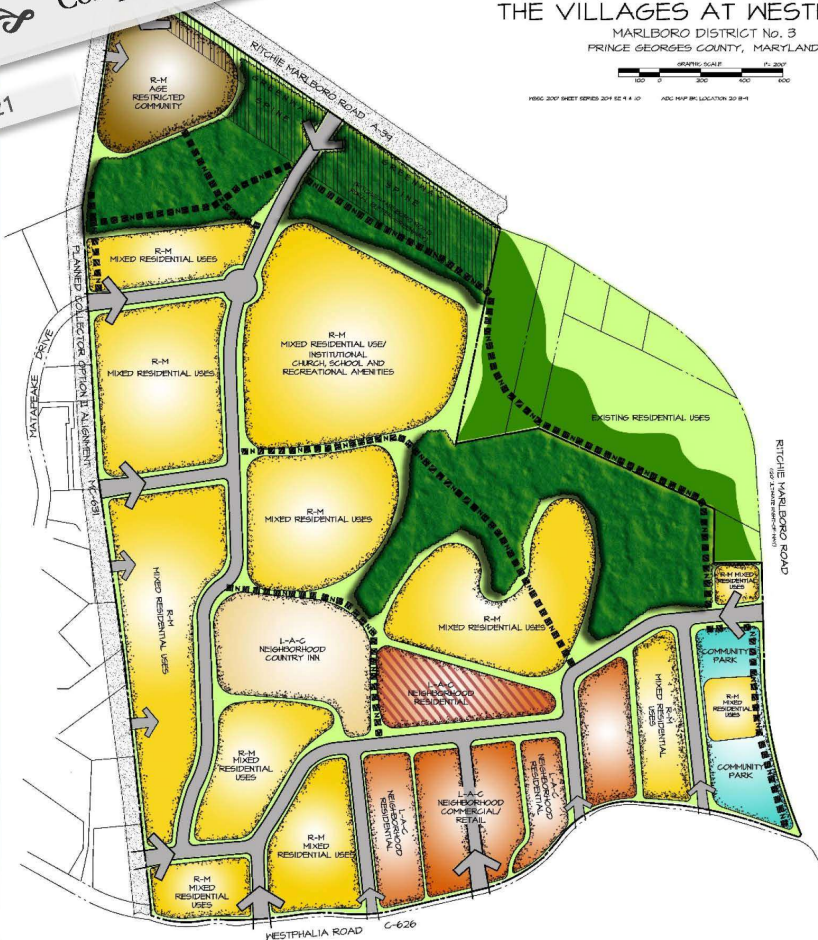
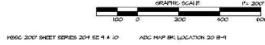


# Timeline







- Basic Plan // Exhibit 58, approved Westphalia Sector Plan & SMA (February 2007)
- Comprehensive Design Plan
- Preliminary Plan of Subdivision
- Specific Design Plan



CONCEPTUAL DEVELOPMENT PLAN  
OPTION FIVE "A"  
**THE VILLAGES AT WESTPHALIA**  
MARLBORO DISTRICT No. 3  
PRINCE GEORGES COUNTY, MARYLAND



**LEGEND**

- DEVELOPMENT ENVELOPE 
- ACCESS AND CIRCULATION 
- PROPOSED TREELINE 
- GREENWAY SPINE 
- NEIGHBORHOOD TRAIL 
- LIVE / WORK UNITS 

**DEVELOPMENT SCHEDULE**

**R-M ZONE (CAPPED AT 4.0 du/gross acre)**

- RESIDENTIAL USE = 712 UNITS
- AGE RESTRICTED COMMUNITY = 160 UNITS
- PUBLIC/ QUASI PUBLIC USE - CHURCH, SCHOOL AND RECREATIONAL AMENITIES

**L-A-C NEIGHBORHOOD ZONE**

- RESIDENTIAL USE = 320 UNITS (CAPPED AT 8.0 du/gross acre)
- COMMERCIAL/RETAIL (INCLUDING LIVE/WORK UNITS) = 25,000± SQUARE FEET
- COUNTRY INN = 40,000± SQUARE FEET









**RODGERS**  
CONSULTING



Sample Architecture | Jackson



COMMUNITY MEETING OCT 19, 2021



**RODGERS**  
CONSULTING



Sample Architecture | Scarlett



COMMUNITY MEETING OCT 19, 2021







**RODGERS**  
CONSULTING



Sample Architecture | Peyton



COMMUNITY MEETING OCT 19, 2021



**RODGERS**  
CONSULTING



Sample Architecture | Jenkins



COMMUNITY MEETING OCT 19, 2021

An aerial site plan for Rock Creek Parkland. The plan shows a residential development with several rows of houses, each with a yellow roof. The houses are interspersed with green spaces, trees, and winding paths. A prominent road or driveway curves through the site. The overall layout is organized and green.

# ROCK CREEK PARKLAND

*Thanks for joining!*

March 3, 2022  
Planning Board Hearing  
Agenda #7 CDP-2101

Tiffani Harris-Davis  
Westphalia Woods Subdivision  
10007 Howell Drive,  
Upper Marlboro MD 20774  
[Thdavis417@gmail.com](mailto:Thdavis417@gmail.com)  
240-461-2539

Greetings Honorable Chairwoman Hewlett and Planning Board Members, I am submitting this written testimony and testifying as a Person of Record in Case Number CDP-2101 agenda item #7.

As a resident of the Westphalia Woods Sub-division and member of the *Westphalia Woods Community-New Development Sub-Committee*, I am also here to share my and the Westphalia Woods neighbors' opposition to the Technical Staff Report recommendation:

1. 60' street connection between the stub end of Matapeake Drive and the future MC-631
2. Expand retail space to 12,000 square feet

In the fall of 2021 and after learning of the new development occurring in Westphalia, the neighbors of Westphalia Woods galvanized and accomplished the following.

- Learned about the planned development along Westphalia Road and Ritchie-Marlboro Road
  - Educated ourselves on the Prince George's Zoning and Planning Process and our role and responsibility as residents of the County in these processes
  - Cultivated relationships with developers so that we could be involved and make informed decisions about the development occurring in Westphalia
  - Conducted a series of structured neighborhood meetings to seek alignment, create, and send an electronic survey to 69 Westphalia Woods neighbors to build greater alignment as we engage in the planning and zoning process. One of the questions asked in the survey was whether we wanted Matapeake Drive to connect to MC-631.
- **An overwhelming 91% of the respondents said "No" the majority of the respondents want Matapeake Drive to remain the sole entrance to our subdivision without the disruption of outside traffic. Survey results attached with this written testimony**

Later in the fall of 2021, the Westphalia Woods neighbors hosted a meeting with the developers of CDP-2101 to learn of their plans and share our strong opposition connecting Matapeake Drive to MC-631.



March 3, 2022  
Planning Board Hearing  
Agenda #7 CDP-2101

- **As a direct result of the meeting, the developer revised and resubmitted CDP-2101 removing the connection to Matapeake Drive to MC-631 and reduced the planned retail space.**

The Westphalia Woods Community appreciates the developer's good faith efforts, transparency and partnership for their concessions.

As the Planning Board deliberates on whether to approve or deny the revised CDP-2101, please continue to honor your long-standing commitment to engage the residents in the planning process and consider the following insights.

1. Although Matapeake Drive serves as the subdivision's sole point of access to Westphalia Road, that is exactly how the Westphalia Woods community wants to keep it based on survey data collected in 2021.
2. There is no data supporting the determination in the Staff Report that requires this extension; only that it seems "reasonable" to extend Matapeake Drive. It is our understanding that a traffic study has not been conducted to justify this "reasonable" recommendation of the Staff Report. Please know the Community members find this recommendation completely unreasonable and not aligned with the Planning Board's long-standing mission to engage residents in the planning process.
3. The Staff's recommendation to extend Matapeake Drive to MC-631 seems to be solely based on the fact that Matapeake Drive was constructed as a stub and, presumably, not as a cul-de-sac, and therefore, extending it would be reasonable. Again, there is nothing "reasonable" about creating a potentially negative experience and environment in the Westphalia Woods Subdivision just because the road currently ends in a stub.
4. Matapeake Drive is not constructed or designed to handle traffic beyond that which serves the existing Westphalia Woods Subdivision. To our knowledge, there are no plans to construct or design Matapeake to accommodate the additional traffic or support the County's mission to create walkable and safe communities.
5. Westphalia Woods does not have sidewalks, so residents often walk along Matapeake Drive, which is currently a safe and tranquil community. Again connecting Matapeake Drive would counter the County's priority to create walkable safe communities.
6. Connecting Matapeake Drive to MC-631 would allow traffic outside of the homeowners within Westphalia Woods to cut through the subdivision making the community unsafe for residents.

March 3, 2022  
Planning Board Hearing  
Agenda #7 CDP-2101

7. The Westphalia Woods Subdivision has existed for almost 40 years with one access; there is no need to change that now – regardless of the planned and anticipated development around Westphalia Woods. In fact, not having Matapeake Drive extended will ensure that, notwithstanding, the planned development that the Westphalia Woods community will continue to function and operate as it has for almost 40 years.

Please understand, the residents of Westphalia Woods are pragmatic, well informed and civically engaged. Our tree-lined park like oasis of a community is one of the reasons many of us purchased our homes in this community. We are acutely aware that planned and environmentally conscious development is inevitable and will occur, but not at our expense.

In closing, the community agrees with the developer and respectfully requests the deletion of the condition requiring the CDP-2101 is revised to show the extension of Matapeake Drive to MC-631 and the expansion of 12,000 square feet of retail development.

Thank you for your time

Tiffani Harris-Davis,  
*Westphalia Woods New Development Sub-Committee Member* and resident of  
Westphalia Woods Subdivision

**Westphalia Woods Feedback Survey Results Summary**


**Response Rate 36% (25/69)**

<b>Q1</b>	Request for SubCommittee Volunteers	See Tab 3 for full list of committee members					
<b>Q2</b>	Request of Wash Gas Open Ended Responses	60% replant trees 40% provide natural gas to WW Community (3) Repave Matapeake	(3) Plant trees/mature trees	(1) Will they provide the environmental assessment and impact study about how our community may be impacted and how will they notify us if there is a leak? We should have the maintenance contact info in case the land erodes in any way.	(1) Would like to be certain that the Pipeline is built to assure that safety of community and the surrounding neighbor. That the needs or request of the homes impacted by the pipeline needs are addressed. Hopefully the pipeline project will allow for natural gas energy in this community as well as other surrounding areas. Once the project is completed that the homes and surrounding areas impacted by the construction are restored to their original state or better than the original state.	(1) install security barriers to prevent access by pedestrians and vehicles	(1) will WG waive cost to run natural gas to WW community?
<b>Q3</b>	Request of Developers of the Rock Creek Parkland (CDP-2101) and Westphalia Meadows (A-9973) Open Ended Responses	91% keep Matapeake a private road 9% Build infrastructure to accommodate residential/retail development	(1) Concessions to WW if Matapeake is impacted?	(2) Build less homes than originally proposed	(2) install a WW signs at the entrance	(2) build infrastructure to accommodate additional residential/retail development	(1) move entrance to Marlboro Pike (1) build dog park with WW neighbors have access & barrier b/w WW and new communities
<b>Q4</b>	Willingness to join a civic association	79% Yes 13% Maybe 8% No					
<b>Q5</b>	Willingness to volunteer in the civic association	63% Yes 25% Maybe 13% No					
<b>Q6</b>	Any other comments or concerns	Reasonal annual dues	We must communictce effectively and understand the importance of working together	We need to legally define what our Civic Association will be and what are any responsibilities and duties that come with being a member, fully disclose any financial costs associated with membership.	I would like minimal fees, and minimal jurisdiction on what is done on private property.	It would be nice to have more of a sense of community here- activities, block parties, trunk or treat, etc.	

Date: March 1, 2022

To: The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Board  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772  
[pgcpb@mncppc.org](mailto:pgcpb@mncppc.org)

From: Raichell S. Brown, Adjoining Property Owner  
10704 Westphalia Road  
Upper Marlboro, Maryland 20774

  
3/1/2022

Subject: CDP-2101 Parkland and Rock Creek

My husband and I own the property described in the Urban Design Section Staff Report (hereinafter "Staff Report") as the "small 2-acre Parcel 95, known as the Washington parcel and located just north of Westphalia Road." The Parkland property that is, in part, the subject of this development application surrounds our property on three sides – to the north, east, and west. Westphalia Road borders our property to the south as previously noted. As such, this comprehensive design plan (CDP) has a direct and substantial impact on our property interests.

Therefore, we respectfully request that the Planning Board give due consideration to our concerns delineated below and take all reasonable steps to ensure that, as existing homeowners on Westphalia Road:

- 1) Our property interest in our single family detached residence is preserved and protected and
- 2) Our property is afforded the same level of thoughtful consideration that is being invested in planning this development to benefit future residents.

**I. Background:**

Our property (Parcel 95) includes the original 1935 farmhouse located on the 81-acre farm that my parents purchased in 1985. I grew up in that farmhouse with my siblings, and my parents conveyed the farmhouse, together with two acres, (i.e., Parcel 95) to me in 2003. The remaining 79 acres is the Parkland property that is the subject of CDP-2101.

Like the property that is the subject of this CDP, our property (Parcel 95) is split-zoned under the Westphalia Sector Plan. The eastern portion of our property is zoned L-A-C, and the western portion of our property is zoned R-M. Our farmhouse is a detached single-family home located in the R-M zoned portion of our property.

As noted in the Staff Report, our property (Parcel 95) is not part of this or any previous CDP. Rather, my husband and I are currently renovating our farmhouse as our principal residence.

**II. Concerns and Requests:**

The Staff Report for CDP-2101 recommends “APPROVAL with conditions.” However, my husband and I have the following three significant concerns:

1. Staff Report Recommendation 1.e.(2) would require the applicant to redesign the site layout to show a public street connection to Westphalia Road to the north and west of our property. However, such a public road could create an undue burden on our property.

Under the subheading Internal Street Circulation (Pod E), the Staff Report reads, in part, as follows:

“[S]taff now recommends that a public street be built, to provide direct access from Pod E to Westphalia Road. This road would then connect with the stub connection on the western side of the Preserve at Westphalia development and will provide a continuous public connection between two public roadways.”

Pod E of the applicant’s proposed development surrounds our property (Parcel 95) to the north and west. Therefore, this recommendation appears to describe a new public road that could potentially wrap around northern and western sides of our property (Parcel 95).

Adding a public road near our property to the north and west would create an undue burden because commercial development is already planned for the adjoining property immediately to the east of our property and Westphalia Road is less than 43 feet from our front porch to the south. Therefore, if the Board accepts Staff Report Recommendation 1.e.(2) and a new public road is built anywhere near the western and northern sides of our property, our home would effectively be turned into an island, separated from the planned “residential” community.

**Request:** I respectfully request that Planning Board decline to adopt the Staff Recommendation for applicant’s site layout to show a public street connection from Westphalia Road through Pod E to the stub connection in the Preserve at Westphalia. If the Planning Board does require the public road through Pod E, I respectfully request that the Planning Board require placement of that public road along the western edge of Pod E as far from our property (Parcel 95) as possible.

2. Our shared driveway is not shown on the applicant’s site layout.

Our property (Parcel 95) is served by a shared driveway located on the Parkland property immediately outside our western property line. This is the only driveway that my family and I have used to access and exit our property for the last nearly 40 years (i.e., before and after my parents conveyed Parcel 95 to me in 2003). The applicant's proposed site layout currently shows a landscaped buffer where our shared driveway is located but does not show or indicate the existence of our driveway itself.

**Request:** I respectfully request that the Board ensure that the applicant clearly show our shared driveway on its site layout separate from, and in addition to, the planned landscaped buffer.

3. The applicant's current site layout proposes to isolate our detached single-family home from all detached single-family homes proposed for this development.

The applicant plans a mixture of detached single-family homes and attached single family homes in Pod E. As previously noted, Pod E abuts our property both to the north and to the west. The applicant's current site layout shows a long string of attached townhomes immediately to the west and north of our property (Parcel 95).

To promote cohesiveness between our existing residential property and the future residences planned for Pod E, we have requested that the applicant include some small number of detached single-family homes in the R-M zoned property immediately to the west of our property (Parcel 95). However, the applicant's current site layout shows a short string of detached single-family homes in the L-A-C portion of Pod E that is separated from our existing single-family home by a string of attached townhomes.

**Request:** I respectfully request that the applicant explore modifying Pod E of its site layout by "swapping" the short string of detached single-family homes located in the L-A-C zoned portion of Pod E with a comparable string of attached townhouses currently shown immediately to west of our existing detached single-family home. If the Planning Board declines to require this modification or the applicant demonstrates that such a modification is not feasible, I respectfully request that the Planning Board, at a minimum, require the applicant to show a generous landscaped buffer (with defined dimensions) to the west of our driveway as well as to the north of our property.

**III. Conclusion:**

I thank the Planning Board in advance for its considerations of the concerns outlined above and respectfully request that the applicant and the Planning Board protect and preserve our property interests as adjoining property owners to the Parkland property.



Angela D. Alsobrooks  
County Executive

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

AGENDA ITEM: 7  
AGENDA DATE: 3/3/2022



**MEMORANDUM**

February 14, 2022

**TO:** Henry Zhang, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director *Mary Giles*  
Site/Road Plan Review Division, DPIE

**Re:** Parkland and Rock Creek  
Comprehensive Design Plan, CDP-2101

**CR:** Westphalia Road  
**CR:** Ritchie Marlboro Road  
**CR:** MC-631

This is in response to the Comprehensive Design Plan, CDP-2101, referral for the development of single family attached and detached dwelling units, commercial retail, and associated infrastructure. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is in Upper Marlboro, MD, between Westphalia Road and Ritchie Marlboro Road, about 1,500-ft west of the Ritchie Marlboro Road and Brown Road intersection.
- **Westphalia Road** is an existing County-maintained roadway to the south of the subject property with variable right-of-way width, requiring 80-ft as per its Master Plan Road Classification C-626. The applicant shall dedicate additional right-of-way and construct roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Urban 4-Lane Collector Road standard (Std. 100.03). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.
- **Ritchie Marlboro Road** is an existing County-maintained roadway to the north of the subject property with variable right-of-way width, requiring 120-ft± as per its Master Plan Road Classification A-39. The applicant shall dedicate right-of-way and construct roadway/frontage improvements as required in accordance with the DPW&T Urban Arterial Road standard (Std. 100.01). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.

- **MC-631** is currently undedicated and unimproved, requiring a 100-ft right-of-way as per its Master Plan Road Classification MC-631. The applicant shall dedicate right-of-way and construct roadway/frontage improvements as required in accordance with the DPW&T Urban Major Collector Road standard (Std. 100.02). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.
- The applicant should be required to study the intersection of Ritchie Marlboro Road and Brown Road.
- Prior to the issuance of a Fine Grade or Street Construction permit, the applicant shall perform an operational analysis using Synchro at all County owned and maintained intersections studied in this TIA to include the intersection of Ritchie Marlboro Road and Brown Road. The Board should require the applicant to make all the necessary operational improvement as deemed necessary by the Operating Agency if warranted based on the results of the synchro operational analysis.
- The applicant shall perform a signal warrant analysis at the following intersections:
  - o Ritchie Marlboro Road at Site Access A (Rock Creek Access)
  - o Westphalia Road and Future Ritchie Marlboro Road/Orion Lane
  - o Westphalia Road and Brown Road: There have been other studies as well as the County's operating agency with knowledge of backups.
  - o Westphalia Road and Future D'Arcy Road/Rock Spring Road: Although the three-tier test at this intersection passed the Critical Lane Volume (CLV) analysis; Eastbound (EB) Westphalia Road left turn volumes are extremely high and should be considered in the analysis as they pose operational issues. Per Section 4C.01 paragraph 13 of MD-MUTCD, state the following:

“At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the “minor-street”. As such, the applicant should be conditioned to perform a signal warrant study that considered the high EB left turning volumes as state in the MD-MUTCD.
- A signal warrant analysis shall be performed in a manner that considers the eastbound left turn traffic of Westphalia Road as the “minor-street” volume and the corresponding westbound traffic volume as the “major-street” volume.
- Prior to the issuance of a Fine Grade or Street Construction permit, the applicant shall construct left turn lanes at all site access points (Site access A, B, C, D) along Westphalia Road and Ritchie Marlboro Road.





- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- The applicant has not filed the Site Development Concept Application yet. An Approved Stormwater Management Concept Plan and Approval Letter are required prior to the approval of the impending Preliminary Site Plans by M-NCPPC.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance with the standards and specifications set forth by DPIE and DPW&T. Approval of all facilities are required prior to permit issuance.
- All easements are to be approved by DPIE and recorded prior to technical approval.
- A maintenance agreement is to be approved by DPIE and recorded prior to technical approval.
- The proposed development will require a site development permit approved by DPIE.
- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro clay is required.
- The proposed project must obtain an approved floodplain delineation in accordance with DPIE's requirements.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
  - a) Final site layout, exact impervious area locations are shown on plans.
  - b) Exact acreage of impervious areas has not been provided.
  - c) Proposed grading is shown on plans.
  - d) Stormwater volume computations have not been provided.
  - e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.

Henry Zhang  
February 14, 2022  
Page 5

- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) The applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at 301.883.5710.

cc: Rene' Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE  
Mariwan Abdullah, P.E., District Engineer, S/RPRD, DPIE  
Salman Babar, CFM, Engineer, S/RPRD, DPIE  
MJ Labban, Engineer, S/RPRD, DPIE  
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE  
Ted Jeong, P.E., Engineer, S/RPRD, DPIE  
Stanley Martin Homes LLC, 6404 Ivy Lane, Suite 600, Greenbelt, MD 20770  
Rodgers Consulting Inc (c/o Nat Ballard), 1101 Mercantile Lane, Suite 280, Largo, MD  
20774



Angela D. Alsobrooks  
County Executive

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

AGENDA ITEM: 7  
AGENDA DATE: 3/3/2022



**MEMORANDUM**

February 14, 2022

**TO:** Henry Zhang, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director *Mary Giles*  
Site/Road Plan Review Division, DPIE

**Re:** Parkland and Rock Creek  
Comprehensive Design Plan, CDP-2101

**CR:** Westphalia Road  
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**CR:** MC-631

This is in response to the Comprehensive Design Plan, CDP-2101, referral for the development of single family attached and detached dwelling units, commercial retail, and associated infrastructure. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is in Upper Marlboro, MD, between Westphalia Road and Ritchie Marlboro Road, about 1,500-ft west of the Ritchie Marlboro Road and Brown Road intersection.
- **Westphalia Road** is an existing County-maintained roadway to the south of the subject property with variable right-of-way width, requiring 80-ft as per its Master Plan Road Classification C-626. The applicant shall dedicate additional right-of-way and construct roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Urban 4-Lane Collector Road standard (Std. 100.03). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.
- **Ritchie Marlboro Road** is an existing County-maintained roadway to the north of the subject property with variable right-of-way width, requiring 120-ft± as per its Master Plan Road Classification A-39. The applicant shall dedicate right-of-way and construct roadway/frontage improvements as required in accordance with the DPW&T Urban Arterial Road standard (Std. 100.01). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.

- **MC-631** is currently undedicated and unimproved, requiring a 100-ft right-of-way as per its Master Plan Road Classification MC-631. The applicant shall dedicate right-of-way and construct roadway/frontage improvements as required in accordance with the DPW&T Urban Major Collector Road standard (Std. 100.02). This work shall be permitted prior to or concurrent with issuance of a fine grading permit.
- The applicant should be required to study the intersection of Ritchie Marlboro Road and Brown Road.
- Prior to the issuance of a Fine Grade or Street Construction permit, the applicant shall perform an operational analysis using Synchro at all County owned and maintained intersections studied in this TIA to include the intersection of Ritchie Marlboro Road and Brown Road. The Board should require the applicant to make all the necessary operational improvement as deemed necessary by the Operating Agency if warranted based on the results of the synchro operational analysis.
- The applicant shall perform a signal warrant analysis at the following intersections:
  - o Ritchie Marlboro Road at Site Access A (Rock Creek Access)
  - o Westphalia Road and Future Ritchie Marlboro Road/Orion Lane
  - o Westphalia Road and Brown Road: There have been other studies as well as the County's operating agency with knowledge of backups.
  - o Westphalia Road and Future D'Arcy Road/Rock Spring Road: Although the three-tier test at this intersection passed the Critical Lane Volume (CLV) analysis; Eastbound (EB) Westphalia Road left turn volumes are extremely high and should be considered in the analysis as they pose operational issues. Per Section 4C.01 paragraph 13 of MD-MUTCD, state the following:

“At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the “minor-street”. As such, the applicant should be conditioned to perform a signal warrant study that considered the high EB left turning volumes as state in the MD-MUTCD.
- A signal warrant analysis shall be performed in a manner that considers the eastbound left turn traffic of Westphalia Road as the “minor-street” volume and the corresponding westbound traffic volume as the “major-street” volume.
- Prior to the issuance of a Fine Grade or Street Construction permit, the applicant shall construct left turn lanes at all site access points (Site access A, B, C, D) along Westphalia Road and Ritchie Marlboro Road.

- Prior to the issuance of a Fine Grade or Street Construction permit, the applicant shall determine if acceleration and/or deceleration lanes are required at project intersections, using the State Highway (SHA) Access Manual guidelines, and construct if required.
- Future improvements at the intersection of Ritchie Marlboro Road and White House Road have not been approved by the DPIE. The operational analysis performed at this intersection for the proposed triple Northbound (NB) left turn lane showed excessive queues and delays at the intersection. As such the applicant should not be using this lane configuration in this TIA but rather should be analyzing the intersection using the existing lane configuration and developing mitigation measure as needed.
- Full-width, 2-inch mill-and-overlay for all existing County, roadway frontages is required.
- Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- Compliance with DPW&T's utility policy is required. Based upon the plans submitted, proper temporary and final patching and the related mill and overlay in accordance with "DPW&T Policy and Specifications for Utility Installation and Maintenance Permits" is required.
- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Any new sidewalk installation is to match existing sidewalks in the area. In addition, sidewalks must always be kept open for pedestrians.
- The internal subdivision streets' centerline radii are to be designed and constructed in accordance with DPW&T's Table I-2 design criteria.
- Private roads to be at least 22' wide, bonded and permitted in accordance with applicable County codes, standards and specifications.
- Maintenance of private streets is not the responsibility of Prince George's County.
- Conformance with DPIE street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.
- Roadside trees will be required along County-maintained roadways within the limits of the permit area.

- All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- The applicant has not filed the Site Development Concept Application yet. An Approved Stormwater Management Concept Plan and Approval Letter are required prior to the approval of the impending Preliminary Site Plans by M-NCPPC.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance with the standards and specifications set forth by DPIE and DPW&T. Approval of all facilities are required prior to permit issuance.
- All easements are to be approved by DPIE and recorded prior to technical approval.
- A maintenance agreement is to be approved by DPIE and recorded prior to technical approval.
- The proposed development will require a site development permit approved by DPIE.
- A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for all proposed roadways and Marlboro clay is required.
- The proposed project must obtain an approved floodplain delineation in accordance with DPIE's requirements.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
  - a) Final site layout, exact impervious area locations are shown on plans.
  - b) Exact acreage of impervious areas has not been provided.
  - c) Proposed grading is shown on plans.
  - d) Stormwater volume computations have not been provided.
  - e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.

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February 14, 2022  
Page 5

- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) The applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Mariwan Abdullah, District Engineer for the area, at 301.883.5710.

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