



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
301-952-3600

July 20, 2022

MEMORANDUM

TO: Maurene Epps McNeil, Chief Zoning Hearing Examiner

FROM: 
DB
Donna J. Brown, Clerk of the Council

Re: **Request for Amendment of Basic Plan for A-9802-C & A-9803-C
Kenwood Village**

Pursuant to Section 27-197(c) of the Zoning Ordinance, enclosed is a request to amend the approved Basic Plan for the above referenced case. The request was deemed complete by Technical Staff and has been referred to the People's Zoning Counsel and Planning Board for comments, which should be transmitted to you by September 19, 2022.

The Zoning Hearing Examiner shall schedule a public hearing on this matter. The property may have to be posted; however, the need of a posting fee should be determined. Should you have additional questions, please call me.

Enclosures

cc: Thomas H. Haller, Esq., Attorney for Applicant
Stan D. Brown, Esq., People's Zoning Counsel
Maurene Epps McNeil, Chief Zoning Hearing Examiner
James Hunt, Division Chief, Development Review, M-NCPPC
Jeremy Hurlbutt, Supervisor, Development Review Division, M-NCPPC
Cheryl Summerlin, Supervisor, Development Review Division, M-NCPPC

Wayne K. Curry Administration Building
1301 McCormick Drive Largo, MD 20774



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
301-952-3600

July 20, 2022

Peter A. Shapiro, Chairman
Prince George's County Planning Board
County Administration Building
Upper Marlboro, Maryland 20772

Re: Request for Amendment of Basic Plan for A-9802-C & A-9803-C
Kenwood Village

Dear Chairman Shapiro:

Pursuant to the provisions of Section 27-197(c) of the Zoning Ordinance, enclosed is a request to amend the approved Basic Plan for the above referenced case, which will require Planning Board review. Comments are required to be submitted to the Zoning Hearing Examiner, the petitioner, and all persons of record no later than September 19, 2022.

The Zoning Hearing Examiner is expected to schedule a public hearing on this matter. Your cooperation in the timely submission of your comments will be appreciated.

Sincerely,

Donna J. Brown
Clerk of the Council

Enclosures

cc: Thomas H. Haller, Esq., Attorney for Applicant
Stan D. Brown, Esq., People's Zoning Counsel
Maurene Epps McNeil, Chief Zoning Hearing Examiner
James Hunt, Division Chief, Development Review, M-NCPPC
Jeremy Hurlbutt, Supervisor, Development Review Division, M-NCPPC
Cheryl Summerlin, Supervisor, Development Review Division, M-NCPPC

Wayne K. Curry Administration Building
1301 McCormick Drive Largo, MD 20774



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
301-952-3600

July 20, 2022

Thomas H. Haller, Esq
Attorney for Applicant
1300 Caraway Court, Suite 102
Largo, MD 20774

Re: Request for Amendment of Basic Plan for A-9802-C & A-9803-C
Kenwood Village

Dear Mr. Haller:

Pursuant to the provisions of Section 27-197(c) of the Zoning Ordinance, please be advised that the Technical Staff found the request to be complete.

Sincerely,

A handwritten signature in black ink that reads "Donna J. Brown".

Donna J. Brown
Clerk of the Council

cc: Stan D. Brown, Esq., People's Zoning Counsel
Maurene Epps McNeil, Chief Zoning Hearing Examiner
James Hunt, Division Chief, Development Review, M-NCPPC
Cheryl Summerlin, Supervisor, Development Review Division, M-NCPPC
Jeremy Hurlbutt, Supervisor, Development Review Division, M-NCPPC



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
301-952-3600

July 20, 2022

Stan D. Brown, Esq.
People's Zoning Counsel
County Administration Building
Upper Marlboro, Maryland 20772

Re: Request for Amendment of Basic Plan for A-9802-C & A-9803-C
Kenwood Village

Dear Mr. Brown:

Pursuant to the provisions of Section 27-197(c) of the Zoning Ordinance, enclosed is a request to amend the approved Basic Plan for the above referenced case, which will require Planning Board review. Comments are required to be submitted to the Zoning Hearing Examiner, the petitioner, and all persons of record no later than September 19, 2022.

The Zoning Hearing Examiner is expected to schedule a public hearing on this matter. Your cooperation in the timely submission of your comments will be appreciated.

Sincerely,

Donna J. Brown
Clerk of the Council

Enclosures

cc: Thomas H. Haller, Esq., Attorney for Applicant
Stan D. Brown, Esq., People's Zoning Counsel
Maurene Epps McNeil, Chief Zoning Hearing Examiner
James Hunt, Division Chief, Development Review, M-NCPPC
Jeremy Hurlbutt, Supervisor, Development Review Division, M-NCPPC
Cheryl Summerlin, Supervisor, Development Review Division, M-NCPPC

Wayne K. Curry Administration Building
1301 McCormick Drive Largo, MD 20774

GIBBS and HALLER
ATTORNEYS AT LAW
1300 CARAWAY COURT, SUITE 102
LARGO, MARYLAND 20774
(301)306-0033
FAX (301) 306-0037
www.gibbshaller.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER

JUSTIN S. KORENBLATT

July 5, 2022

Ms. Donna J. Brown,
Clerk of the County Council
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774

Re: Request for Amendment of Basic Plan; Kenwood Village;
A-9802-C and A-9803-C

Dear Ms. Brown:

Per the attached Memorandum from Jeremy Hurlbutt dated June 24, 2022, I am submitting the supplemental information required for acceptance of the referenced Basic Plan Amendment applications and transmittal of said applications to the Zoning Hearing Examiner.

Specifically, please find enclosed the following:

1. Revised application form referencing the request to amend conditions 4, 7, 8 and 13;
2. The approved Basic Plan is referenced in the record as Exhibit J-113. Given the date of the initial approval, this Exhibit is not separately signed/stamped. I have conferred with the Office of the Zoning Hearing Examiner, which has requested a copy of the record from your office, and will verify the authenticity of the Basic Plan submitted with the application;
3. Letter dated July 5, 2022 transmitting filing fee checks to the M-NCPPC;

It is my understanding that, pursuant to Section 27-197(c)(1), your office will advise me in writing that the application is now complete. Following that, copies of the request and accompanying documents will be referred to the Planning Board and to the People's Zoning Counsel, which each have sixty (60) days to comment on the application. The Zoning Hearing Examiner is then required to schedule a hearing on the proposed Basic Plan Amendment within 120 days following the referral of the application to the Planning Board. If my understandings are in any way incorrect, please let me know.

Please let me know if you have any questions.

Very truly yours,

Gibbs and Haller

A handwritten signature in blue ink, appearing to read 'T. Haller', is written over a white rectangular background.

Thomas H. Haller

Enclosures

cc: Jeremy Hurlbutt



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

Type text here June 24, 2022

REFERRAL MEMORANDUM:

TO: The Prince George's County Planning Board
The Prince George's County District Council

FROM: Jeremy Hurlbutt, Supervisor, Zoning Section *JDH*
Development Review Division

SUBJECT: Amendment to Basic Plan A-9802-C and A-9803-C
Kenwood Village

REQUEST: Amendment to Basic Plan to amend conditions 4, 7, 8 and 13 to allow for the construction of up to 124 single family detached homes.

RECOMMENDATION: Pursuant to the May 25, 2022 submittal to the Development Review Division, for the pre-acceptance review for a request to amend the approved Basic Plan for the above referenced cases, staff finds the application is sufficient for acceptance in accordance with Section 27-197(c)(1) of the Zoning Ordinance.

All sections have agreed the subject application ready for Acceptance. Sections included- Zoning, Subdivision, Environmental Planning, Transportation Planning, Historic Preservation, and Community Planning Sections. Pre-Acceptance review comments are below:

- Revise application form to include all proposed amended conditions, 4, 7, 8 and 13
- Submit signed/stamped copy of approved Basic Plan
- Submit application fees to the Applications Section and payable to M-NCPPC, in the amounts shown below using the fee schedule with calculations of one half of \$5000.+200. per acre plus sign posting fee of \$35.00 x 8. Separate payments for each Basic Plan Amendment as shown:
A-9802-C-01, 47.2 acre \$7220. Application Fee + Posting Signs (4) \$120. = \$7340.00
A-9803-C-01, 15.7 acre \$4070. Application Fee + Posting Signs (4) \$120. = \$4190.00

Please contact me at jeremy.hurlbutt@ppd.mncppc.org should you have any questions..

APPLICATION FORM

APPLICATION TYPE: <u>Basic Plan Amendment per Section 27-195(c)</u> <input type="checkbox"/> Revision of Case # <u>A-9802-C and 9803-C</u>		
Companion Cases: <u>None</u>		
Payment option: <input checked="" type="checkbox"/> Credit Card <input type="checkbox"/> Check (payable to M-NCPPC) <i>Do not submit payment until requested by staff</i>		
PROJECT NAME: <u>Kenwood Village</u>		
Complete address (if applicable) <u>NONE</u>		
Geographic Location (distance related to or near major intersection) <u>Southeast and southwest quadrants of the intersection (proposed) of White House Road and Harry S. Truman Parkway</u>		
Total Acreage: <u>63.1</u>	Aviation Policy Area: <u>N/A</u>	Election District: <u>15</u>
Tax Map/Grid: <u>75/A4</u>	Current Zone(s): <u>R-S (LCD)</u>	Council District: <u>6</u>
WSSC Grid: <u>203SE09</u>	Existing Lots/Blocks/Parcels: <small>Plat Book S/11 242, Plats 50-56</small>	Dev. Review District: <u>N/A</u>
Planning Area: <u>78</u>	In Municipal Boundary: <u>NA</u>	Is development exempt from grading permit pursuant to 32-127(a)(6)(A)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Tax Account #: <u>See attached list</u>	Police District #: <u>11</u>	General Plan Growth Policy: <u>Established Communities</u>
Proposed Use of Property and Request of Proposal: <u>Request to Amend Conditions 4, 7, 8 and 13 of A-9802-C and A-9803-C to allow for the construction of up to 124 single family detached homes</u>		Please list previously approved applications affecting the subject property: <u>CDP-0303, 4-06159, and SDP-0805</u>
Applicant Name, Address & Phone: <u>BHC, Inc. c/o Mid-Atlantic Builders 11611 Old Georgetown Road, Second Floor Rockville, MD 20852 Kevin L. Flemming II Office: 301.231.9104</u>		Consultant Name, Address & Phone: <small>Charles P. Johnson & Associates, Inc. 1751 Eton Road, Suite 300, Silver Spring, MD 20910 301 434 7000 Attn: Phil Hughes</small>
Owner Name, Address & Phone: (if same as applicant indicate same/corporation see Disclosure) <u>Walton Maryland, LLC 8800 N. Gainey Center Dr., Suite 345 Scottsdale, AZ 85258 (517) 297.9071</u>		Contact Name, Phone & E-mail: <u>Gibbs and Haller c/o Thomas Haller 1300 Caraway Court, Suite 102, Largo, MD 20774 301-306-0033, thaller@gibbshaller.com</u>

SIGNATURE (Sign where appropriate; include Application Form Disclosure for additional owner's signatures):

SEE ATTACHED SIGNATURE PAGE

Owner's Signature (signed)

Date

[Signature] V.P.
 Applicant's Signature (signed)
 BHC, INC.

Date

5/13/22

[Signature] V.P.
 Contract Purchaser's Signature (signed)
 BHC, INC.

Date

Applicant's Signature (signed)

Date

5/13/22

FOR STAFF USE ONLY	Application No.(s):
---------------------------	---------------------

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
OWNERS SIGNATURE PAGE (Walton Maryland, LLC)

Walton Maryland, LLC, a Maryland limited liability company, on behalf of itself in its capacity as owner and on behalf of all other owners in its capacity as manager, operator or agent, as applicable

By: Walton International Group, Inc., a Nevada corporation

Its: Manager

By:  May 13, 2022

Name: Adam Morman

Title: Authorized Signatory

SUBDIVISION CASES: Preliminary Plan of Subdivision/Conservation Sketch Plan	
Type of Application (Check all that apply): <input type="checkbox"/> Conventional Subdivision <input type="checkbox"/> Conservation Subdivision <input type="checkbox"/> Conservation Sketch Plan	
Variation, Variance or Alternative Compliance Request(s): <input type="checkbox"/> Yes <input type="checkbox"/> No	Applicable Zoning/Subdivision Regulation Section(s): _____
Total Number of Proposed: Lots _____ Outlots _____ Parcels _____ Outparcels _____	
Number of Dwelling Units: Attached <u>331</u> Detached _____ Multifamily _____	Gross Floor Area (Nonresidential portion only): _____
SUBDIVISION CASES: Final Plat	
Water/Sewer: <input type="checkbox"/> DER <input type="checkbox"/> Health Department	Number of Plats: _____
Detailed Site Plan No.: _____	WSSC Authorization No.: _____
Approval Date of Preliminary Plan: _____	
URBAN DESIGN AND ZONING CASES	
Type of Application (Check all that apply): <input type="checkbox"/> Detailed Site Plan <input type="checkbox"/> Secondary Amendment	
Details of Request: This is a request to amend Basic Plan A-9802-C and A-9803-C to amend conditions 4, 7, 8 and 13 corresponding amendments to the approved Basic Plan to allow for the construction of up to 124 single family detached homes.	Applicable Zoning Ordinance Section(s): Section 27-197(c) and Section 27-195
Total Number of Proposed: Lots <u>124</u> Outlots _____ Parcels _____ Outparcels _____	
Number of Dwelling Units: Attached _____ Detached <u>124</u> Multifamily _____	Gross Floor Area (Nonresidential portion only): _____
Variance Request: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Applicable Zoning/Subdivision Regulation Section(s): _____
Departure Request: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Application Filed: <input type="checkbox"/> Yes <input type="checkbox"/> No
Alternative Compliance Request: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Application Filed: <input type="checkbox"/> Yes <input type="checkbox"/> No

GIBBS and HALLER
ATTORNEYS AT LAW
1300 CARAWAY COURT, SUITE 102
LARGO, MARYLAND 20774
(301)306-0033
FAX (301) 306-0037
www.gibbshaller.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER

JUSTIN S. KORENBLATT

July 5, 2022

Ms. Cheryl Summerlin
Applications Supervisor
Development Review Division
Maryland-National Capital Park
and Planning Commission
County Administration Building
Upper Marlboro, Maryland 20772

Re: Basic Plan Amendment; Kenwood Village; A-9802-C and A-9803-C

Dear Cheryl:

Per the attached Memorandum from Jeremy Hurlbutt dated June 24, 2022, I am submitting two checks representing the filing fee for the referenced Basic Plan Amendment applications. Specifically, the enclosed checks are as follows:

- Check 4191 in the amount of \$4190.00 for A-9803-C
- Check 4192 in the amount of \$7,340.00 for A-9802-C

Thank you for your assistance in this matter.

Very truly yours,

GIBBS AND HALLER



Thomas H. Haller

Enclosures

cc: Jeremy Hurlbutt

BHC, INC.

11611 OLD GEORGETOWN RD., 2ND FLOOR
ROCKVILLE, MD 20852

BANK OF AMERICA
01522 MD

7-163
520

4191

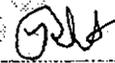
Pay: *****Four thousand one hundred ninety dollars and no cents

DATE
June 30, 2022

CHECK NO. AMOUNT
4191 \$*****4,190.00

**PAY
TO THE
ORDER
OF**

MARYLAND NATIONAL CAPITAL
PARK & PLANNING
14741 GOV. ODEN BOWIE DRIVE
UPPER MARLBORO, MD 20772



AUTHORIZED SIGNATURE

⑈004191⑈ ⑆052001633⑆ 003934269545⑈

BHC, INC.

11611 OLD GEORGETOWN RD., 2ND FLOOR
ROCKVILLE, MD 20852

BANK OF AMERICA
01522 MD

7-163
520

4192

Pay: *****Seven thousand three hundred forty dollars and no cents

DATE
June 30, 2022

CHECK NO. AMOUNT
4192 \$*****7,340.00

**PAY
TO THE
ORDER
OF**

MARYLAND NATIONAL CAPITAL
PARK & PLANNING
14741 GOV. ODEN BOWIE DRIVE
UPPER MARLBORO, MD 20772



AUTHORIZED SIGNATURE

⑈004192⑈ ⑆052001633⑆ 003934269545⑈

GIBBS and HALLER
ATTORNEYS AT LAW
1300 CARAWAY COURT, SUITE 102
LARGO, MARYLAND 20774
(301)306-0033
FAX (301) 306-0037
www.gibbshaller.com

EDWARD C. GIBBS, JR.
THOMAS H. HALLER

JUSTIN S. KORENBLATT

May 23, 2022

Ms. Donna J. Brown,
Clerk of the County Council
County Administration Building, 2nd Fl.
Upper Marlboro, Maryland 20772

Re: Request for Amendment of Basic Plan; Kenwood Village;
A-9802-C and A-9803-C

Dear Ms. Brown:

Please be advised that I represent MidAtlantic Builders, the contract purchaser of the Kenwood Village development located on the south side of White House Road in Upper Marlboro Maryland. The property that comprises Kenwood Village consists of a total of 63.1 acres of land. Pursuant to Section 27-197(c) of the Prince George's County Code, I hereby submit this request for amendment of the approved Basic Plan for Kenwood village.

Preliminarily, it is noted that Section 27-195(c) is applicable to an amendment of an approved Basic Plan that does not involve a change in land area or an increase in land use density. The proposed amendments comply with this limitation. In such an instance, the applicant is required to file the request with the Clerk of the County Council. The application is referred to the Technical Staff of the Maryland-National Capital Park and Planning Commission to ensure that the application is complete. Upon notice to the applicant that the application is complete, the application is then forwarded to the Planning Board and the People's Zoning Counsel for the submission of any comments. Such comments must be received within 60 days following the referral. Upon receipt of any such comments, a hearing is held before the Zoning Hearing Examiner. Thus, it is our understanding that this request will be referred to the Technical Staff upon receipt for confirmation that the request is complete.

Kenwood Village was the subject of two Zoning Map Amendment applications, A-9802 and A-9803. These applications were approved pursuant to Zoning Ordinance 50-1992 and Zoning Ordinance 51-1992, both of which were adopted by the District Council on January 29, 1993. Although the property subsequently proceeded through the approval process and is the subject of an approved Comprehensive Design Plan (CDP-0303), an approved Preliminary Plan

of Subdivision (4-06159), and an approved Specific Design Plan (SDP-0805), it has never been developed. The current applicant is seeking to modify certain conditions imposed with the rezoning of the property. If approved, the applicant will then seek approval of a new Comprehensive Design Plan, Preliminary Plan of Subdivision and Specific Design Plan consistent with that approval.

In accordance with Section 27-197(c), the Applicant is required to file this request with the Clerk of the Council. Under current COVID-19 protocols, the Applicant is filing this request electronically and placing one paper copy of the request in the drop box for the Clerk of the County Council. It is our understanding that the electronic copy satisfies the requirement to provide a reproducible copy of the proposed new Basic Plan. An application form for the property providing the relevant property information is also attached, as is a Statement of Justification addressing the proposed changes to the Basic Plan. The Statement of Justification references numerous attachments, each of which is attached electronically and included with the paper copy submitted with the application.

Finally, as this application is a request to amend an approved Zoning Map Amendment application, Ethics Affidavits are filed with the request to satisfy any requirements related to the processing of this application.

It is our understanding that this request will be submitted to the Technical Staff of the Maryland-National Capital Park and Planning Commission to determine that this request is complete, and that the Applicant will be so notified in writing. After determining that the request is complete, the Clerk shall refer copies of the request and the accompanying documents to the Planning board and The Zoning Hearing Examiner.

Please let me know if you have any questions.

Very truly yours,

Gibbs and Haller

A handwritten signature in blue ink, appearing to read 'T. Haller', is written over a horizontal line.

Thomas H. Haller

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
OWNERS SIGNATURE PAGE (Walton Maryland, LLC)

Walton Maryland, LLC, a Maryland limited liability company, on behalf of itself in its capacity as owner and on behalf of all other owners in its capacity as manager, operator or agent, as applicable

By: Walton International Group, Inc., a Nevada corporation

Its: Manager

By:  May 13, 2022

Name: Adam Morman

Title: Authorized Signatory

SUBDIVISION CASES: Preliminary Plan of Subdivision/Conservation Sketch Plan	
Type of Application (Check all that apply): <input type="checkbox"/> Conventional Subdivision <input type="checkbox"/> Conservation Subdivision <input type="checkbox"/> Conservation Sketch Plan	
Variation, Variance or Alternative Compliance Request(s): <input type="checkbox"/> Yes <input type="checkbox"/> No	Applicable Zoning/Subdivision Regulation Section(s): _____
Total Number of Proposed: Lots _____ Outlots _____ Parcels _____ Outparcels _____	
Number of Dwelling Units: Attached <u>331</u> Detached _____ Multifamily _____	Gross Floor Area (Nonresidential portion only): _____
SUBDIVISION CASES: Final Plat	
Water/Sewer: <input type="checkbox"/> DER <input type="checkbox"/> Health Department	Number of Plats: _____
Detailed Site Plan No.: _____	WSSC Authorization No.: _____
Approval Date of Preliminary Plan: _____	
URBAN DESIGN AND ZONING CASES	
Type of Application (Check all that apply): <input type="checkbox"/> Detailed Site Plan <input type="checkbox"/> Secondary Amendment	
Details of Request: This is a request to amend Basic Plan A-9802-C and A-9803-C to amend conditions 4, 7 and 8, and corresponding amendments to the approved Basic Plan to allow for the construction of up to 124 single family detached homes.	Applicable Zoning Ordinance Section(s): Section 27-197(c) and Section 27-195
Total Number of Proposed: Lots <u>124</u> Outlots _____ Parcels _____ Outparcels _____	
Number of Dwelling Units: Attached _____ Detached <u>124</u> Multifamily _____	Gross Floor Area (Nonresidential portion only): _____
Variance Request: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Applicable Zoning/Subdivision Regulation Section(s): _____
Departure Request: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Application Filed: <input type="checkbox"/> Yes <input type="checkbox"/> No
Alternative Compliance Request: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Application Filed: <input type="checkbox"/> Yes <input type="checkbox"/> No

APPLICATION FORM DISCLOSURE

List all persons having at least five percent (5%) interest in the subject property ONLY required for Special Exception and Zoning Map Amendment Applications.

Owner(s) Name (printed)	Signature and Date	Residence Address
N/A		

If the property is owned by a corporation, please fill in below.

Officers	Date Assumed Duties	Residence Address	Business Address

Officers	Date Assumed Duties	Date Term Expires	Residence Address	Business Address

STATE ETHICS COMMISSION
45 CALVERT STREET, 3RD FLOOR
ANNAPOLIS, MD 21401
410-260-7770
1-877-669-6085

This Form Is To Be Filed With:
CLERK OF THE COUNTY COUNCIL
COUNTY ADMINISTRATION BUILDING
ROOM 2198
UPPER MARLBORO, MD 20772
301-952-3600

Business Entity¹ Affidavit
(Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or Form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website <http://ethics.maryland.gov/public-ethics-law/>. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at <http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf>, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit only if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law and if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

PART A. Business Entity Applicant

Identifying Information

Name of Applicant BHC, Inc. Case No. (where applicable) A-9802-C & A-9802-C
Address of Applicant 11611 Old Georgetown Road, Second Floor, Rockville, MD 20852
Identity of the Property/
Subject of Application See Attached Type of Application ZMA
(see § 5-833(d))

¹Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

1. Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application was filed or during the pendency of the application? ___ Yes No

If the answer to #1 above is yes, list below the name of the member or members and the date or dates of the payment/contribution:

<u>Name of Member</u>	<u>Date</u>
_____	_____
_____	_____
_____	_____

If the payment/contribution was through a PAC, identify the PAC and the date of the transfer to the treasurer or continuing committee:

_____	_____
_____	_____

Solicitation and other Payment/Contribution Information

2. Did the applicant solicit a person or business entity to make a payment/contribution to a member during the 36 months before the application filing or during the pendency of the application? ___ Yes No

If the answer to #2 above is yes, and a contribution was made, list below the name of the member or members, the date or dates of the payment/contribution, and the name of the contributor:

<u>Name of Member</u>	<u>Date</u>	<u>Name of Contributor</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

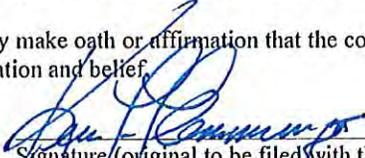
PART B. Directors, Officers and Stockholders (see § 5-838(b)) (For Corporations Only)

*Note: For a corporation's application to be processed, this section must be completed in full (place a check at the beginning of each question to indicate the action has been completed).

1. All directors, officers, and stockholders with a 5 percent or greater interest have been notified of the disclosure requirement as provided in the Law and are identified as follows (list name and title – if the corporation has no directors, officers or stockholders with a 5 percent or greater interest, so state):
Roger M. Lebbin, 100%

2. Affidavits (Form PG 1 Individual Applicant Affidavit) from those individuals identified in question #1 above, who have made or solicited contributions and are therefore required to disclose, are either attached or on file with the Clerk of the County Council OR there are no individuals required to file affidavits.

I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief.



Signature (original to be filed with the Clerk)

Kevin L. Flemming, II

Printed Name of Signer
Vice President

Title of Signer (Authorized to sign for the business entity)

5/13/2022

Date

STATE ETHICS COMMISSION
45 CALVERT STREET, 3RD FLOOR
ANNAPOLIS, MD 21401
410-260-7770
1-877-669-6085

This Form Is To Be Filed With:
CLERK OF THE COUNTY COUNCIL
COUNTY ADMINISTRATION BUILDING
ROOM 2198
UPPER MARLBORO, MD 20772
301-952-3600

Individual Applicant Affidavit
(Form PG 1)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires applicants to file this affidavit with applications filed with the District Council. This form should be submitted only by an individual who is: (i) a title owner or contract purchaser of land that is the subject of an application; (ii) a trustee who holds an interest in land that is the subject of an application, excluding a trustee described in a mortgage or deed of trust; or (iii) a holder of at least a 5% interest in a business entity that has an interest in the land that is the subject of an application, provided the individual has substantive involvement in directing the affairs of the business entity regarding the disposition of the land, or is engaged in substantive activities specifically pertaining to land development in Prince George's County as a regular part of the business entity's business activities. **In short, this form should be used whenever an individual, rather than a business entity¹, is required to file an affidavit as part of an application. All other applicants should file the Business Entity Applicant Affidavit (Form PG 2).**

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions of the Public Ethics Law include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that a single application may result in the filing of one or more affidavits. For example, if the application involves a partnership, one or more partners may be required to file. As another example, if the applicant filer has a corporate interest attributable to him making the corporation also an applicant, then the corporation must file a Business Entity Applicant Affidavit. You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, to the State Ethics Commission at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website <http://ethics.maryland.gov/public-ethics-law/>. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at <http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf> that contains additional filing information, including timing requirements.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You should file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the filing of the original affidavit and prior to the Council's consideration. Please note that under §5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

Identifying Information

Name of Applicant Roger M. Lebbin Case No. (where applicable) A-9802-C & A-9803-C

Address of Applicant 11611 Old Georgetown Road, Second Floor, Rockville, MD 20852

Identity of the Property/
Subject of Application See attached Type of Application ZMA
(see §§5-833(d))

¹Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

1. Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application filing or during the pendency of the application? ____ Yes No

If the answer to #1 is yes, list below the name of the member or members and the date or dates of the payment/contribution:

<u>Name of Member</u>	<u>Date</u>
_____	_____
_____	_____
_____	_____
_____	_____

If the payment/contribution above was through a PAC, identify the PAC and the date of the transfer to the treasurer or continuing committee:

_____	_____
_____	_____

Solicitation and other Payment/Contribution Information

2. Did the applicant solicit a person or business entity to make a payment/contribution to a member during the 36 months before the application filing or during the pendency of the application? ____ Yes No

If the answer to #2 above is yes, and a payment/contribution was made, list below the name of the member or members, the date or dates of the payment/contribution, and the name of the contributor:

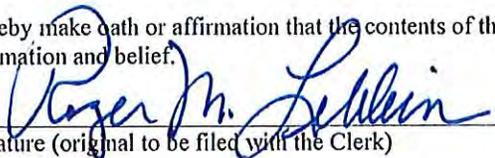
<u>Name of Member</u>	<u>Date</u>	<u>Name of Contributor</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

3. Did a member of the applicant's household make a payment/contribution to a member during the 36 months before the application filing or during the pendency of the application? ____ Yes No

If the answer to #3 above is yes, list below the name of the member or members, the date or dates of the payment/contribution, and the name of the household member who made the contribution/payment:

<u>Name of Member</u>	<u>Date</u>	<u>Name of Contributor</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief.



Signature (original to be filed with the Clerk)

5/16/22

Date

Roger M. Lebbin

Printed Name of Signer

Title of Signer (if applicable)

Kenwood Village - Parcels

Tax Account	Owner Name	Premise Address
5566837	WALTON MARYLAND LLC	10212 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566848	WALTON MARYLAND LLC	10210 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566850	WALTON MARYLAND LLC	10208 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566861	WALTON MARYLAND LLC	10206 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566872	WALTON MARYLAND LLC	10207 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566883	WALTON MARYLAND LLC	10209 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566894	WALTON MARYLAND LLC	10211 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566906	WALTON MARYLAND LLC	KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566917	WALTON MARYLAND LLC	KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566928	WALTON MARYLAND LLC	10213 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566930	WALTON MARYLAND LLC	10215 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566941	WALTON MARYLAND LLC	10217 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566952	WALTON MARYLAND LLC	10219 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566963	WALTON MARYLAND LLC	10221 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566974	WALTON MARYLAND LLC	10223 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566985	WALTON MARYLAND LLC	10225 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566996	WALTON MARYLAND LLC	10227 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567001	WALTON MARYLAND LLC	10229 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567012	WALTON MARYLAND LLC	10231 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567023	WALTON MARYLAND LLC	10233 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567034	WALTON MARYLAND LLC	10222 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567045	WALTON MARYLAND LLC	10220 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567056	WALTON MARYLAND LLC	10218 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567067	WALTON MARYLAND LLC	10216 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567078	WALTON MARYLAND LLC	10214 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567080	WALTON MARYLAND LLC	10212 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567091	WALTON MARYLAND LLC	10210 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567103	WALTON MARYLAND LLC	10204 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567114	WALTON MARYLAND LLC	10202 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567125	WALTON MARYLAND LLC	10200 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567136	WALTON MARYLAND LLC	10201 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567147	WALTON MARYLAND LLC	10203 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567158	WALTON MARYLAND LLC	10205 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567160	WALTON MARYLAND LLC	KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567581	WALTON MARYLAND LLC	10101 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567592	WALTON MARYLAND LLC	10103 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567604	WALTON MARYLAND LLC	10105 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567615	WALTON MARYLAND LLC	10107 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567626	WALTON MARYLAND LLC	10109 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567637	WALTON MARYLAND LLC	10111 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567648	WALTON MARYLAND LLC	10113 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567650	WALTON MARYLAND LLC	10112 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567661	WALTON MARYLAND LLC	10110 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567672	WALTON MARYLAND LLC	10108 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567683	WALTON MARYLAND LLC	10106 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567694	WALTON MARYLAND LLC	10104 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774

Kenwood Village - Parcels

5567706	WALTON MARYLAND LLC	10102 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567717	WALTON MARYLAND LLC	10100 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567728	WALTON MARYLAND LLC	HARRY S TRUMAN DR, UPPER MARLBORO, MD 20774
5567978	WALTON MARYLAND LLC	WHITE HOUSE RD, UPPER MARLBORO, MD 20774
5567980	WALTON MARYLAND LLC	10115 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567991	WALTON MARYLAND LLC	10117 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568005	WALTON MARYLAND LLC	10201 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568016	WALTON MARYLAND LLC	10203 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568027	WALTON MARYLAND LLC	10205 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568038	WALTON MARYLAND LLC	10207 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568040	WALTON MARYLAND LLC	10209 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568051	WALTON MARYLAND LLC	10211 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568062	WALTON MARYLAND LLC	10208 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568073	WALTON MARYLAND LLC	10206 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568084	WALTON MARYLAND LLC	10204 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568095	WALTON MARYLAND LLC	10202 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568107	WALTON MARYLAND LLC	10200 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568118	WALTON MARYLAND LLC	10114 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568120	WALTON MARYLAND LLC	KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568131	WALTON MARYLAND LLC	KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568142	WALTON MARYLAND LLC	10116 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568153	WALTON MARYLAND LLC	10114 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568164	WALTON MARYLAND LLC	10112 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568175	WALTON MARYLAND LLC	10110 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568186	WALTON MARYLAND LLC	10108 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568197	WALTON MARYLAND LLC	10106 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568200	WALTON MARYLAND LLC	10104 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568211	WALTON MARYLAND LLC	10102 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568222	WALTON MARYLAND LLC	10100 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568233	WALTON MARYLAND LLC	10101 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568244	WALTON MARYLAND LLC	10103 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568255	WALTON MARYLAND LLC	10107 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568266	WALTON MARYLAND LLC	DEER CHASE CT, UPPER MARLBORO, MD 20774
5568277	WALTON MARYLAND LLC	WHITE HOUSE RD, UPPER MARLBORO, MD 20774



KENWOOD VILLAGE



Data provided by Prince Georges's County Planning Department

STATE ETHICS COMMISSION
45 CALVERT STREET, 3RD FLOOR
ANNAPOLIS, MD 21401
410-260-7770
1-877-669-6085

This Form Is To Be Filed With:
CLERK OF THE COUNTY COUNCIL
COUNTY ADMINISTRATION BUILDING
ROOM 2198
UPPER MARLBORO, MD 20772
301-952-3600

Business Entity¹ Affidavit

(Form PG 2)

General Information

The Prince George's County land use ethics law (General Provisions Article, §§ 5-833 to 5-839, Annotated Code of Maryland) ("Public Ethics Law") requires this affidavit to be filed where a business entity is deemed to be an applicant in an application filed with the District Council. This can occur, for example, when a business entity is a title owner or contract purchaser of land that is the subject of an application, a trustee having an interest in the land (except those described in a mortgage or deed of trust), or the holder of 5 percent or more interest in an entity having an interest in the land (provided that it has substantive involvement in the disposition of the land, or substantive activities pertaining specifically to land development in Prince George's County). Applicant can also include a business entity in which a 5 percent or greater interest is held by another applicant.

In completing this form, you should also review §§ 5-833 to 5-839 of the Public Ethics Law. These provisions include the affidavit requirement, define applicants and agents, set out District Council member disqualification requirements, and specify ex parte disclosure procedures. Please note that there may be situations where there is more than one applicant involved, requiring one or more submissions of this form (or Form PG 1 Individual Applicant Affidavit). You may direct questions about the affidavit or other requirements of the Law to the State Ethics Commission office by phone, at 410-260-7770, or in writing, at the above address. Copies of the Public Ethics Law may be obtained at the Commission's website <http://ethics.maryland.gov/public-ethics-law/>. Additionally, there is a Special Ethics Law Memo on the Prince George's County land use ethics law at <http://ethics.maryland.gov/download/local-gov/local-gov-forms/PG%20County%20Zoning%20Memo.pdf>, that contains additional filing information, including timing requirements.

If the applicant business entity is a corporation listed on a national stock exchange or regulated by the Securities Exchange Commission, then its officers, its directors, or its shareholders having a 5 percent or greater interest in the corporation are required to file an affidavit **only** if these persons have made a payment or have solicited a payment as outlined in the Public Ethics Law **and** if the corporation itself completes Part B of the affidavit. If required to file, these persons will file the Individual Applicant Affidavit, Form PG 1.

Filing Deadline

You must file a signed original of this affidavit with the Clerk of the County Council no later than 30 days prior to the District Council's consideration of the application. You must file a supplemental affidavit as expeditiously as possible whenever a payment/contribution is made after the original affidavit was filed and prior to Council's consideration. Please note that under § 5-835(a) of the Public Ethics Law, payments/contributions during the pendency of an application are generally prohibited.

PART A. Business Entity Applicant

Identifying Information

Name of Applicant Walton Maryland, LLC Case No. (where applicable) A-9802-C & A-9803-C

Address of Applicant 8800 N. Gainey Center Drive, Suite 345, Scottsdale, AZ 85258

Identity of the Property/
Subject of Application See attached Type of Application ZMA
(see § 5-833(d))

¹Section 5-833 of the Public Ethics Law defines a business entity as a corporation, a general partnership, a joint venture, a limited liability company, a limited partnership or a sole proprietorship.

Applicant Payment/Contribution to Member Information (check or complete applicable blanks)

1. Was a payment/contribution made by the applicant to a treasurer or a continuing committee, either directly or through a political action committee (PAC), during the 36 months before the application was filed or during the pendency of the application? _____ Yes No

If the answer to #1 above is yes, list below the name of the member or members and the date or dates of the payment/contribution:

<u>Name of Member</u>	<u>Date</u>
_____	_____
_____	_____
_____	_____

If the payment/contribution was through a PAC, identify the PAC and the date of the transfer to the treasurer or continuing committee:

_____	_____
_____	_____

Solicitation and other Payment/Contribution Information

2. Did the applicant solicit a person or business entity to make a payment/contribution to a member during the 36 months before the application filing or during the pendency of the application? _____ Yes No

If the answer to #2 above is yes, and a contribution was made, list below the name of the member or members, the date or dates of the payment/contribution, and the name of the contributor:

<u>Name of Member</u>	<u>Date</u>	<u>Name of Contributor</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____

PART B. Directors, Officers and Stockholders (see § 5-838(b)) (For Corporations Only)

***Note: For a corporation's application to be processed, this section must be completed in full (place a check at the beginning of each question to indicate the action has been completed).**

1. _____ All directors, officers, and stockholders with a 5 percent or greater interest have been notified of the disclosure requirement as provided in the Law and are identified as follows (list name and title – if the corporation has no directors, officers or stockholders with a 5 percent or greater interest, so state):

2. _____ Affidavits (Form PG 1 Individual Applicant Affidavit) from those individuals identified in question #1 above, who have made or solicited contributions and are therefore required to disclose, are either attached or on file with the Clerk of the County Council **OR** there are no individuals required to file affidavits.

I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my knowledge, information and belief.

SEE ATTACHED SIGNATURE PAGE

Signature (original to be filed with the Clerk)

Date

Printed Name of Signer

Title of Signer (Authorized to sign for the business entity)

Affiant's Signature

I hereby make oath or affirmation that the contents of this affidavit are true and correct to the best of my information, knowledge and belief.

Kenwood Village

Walton Maryland, LLC, a Maryland limited liability company, on behalf of itself in its capacity as owner and on behalf of all other owners in its capacity as manager, operator or agent, as applicable

By: Walton International Group, Inc., a Nevada corporation

It's: Manager

By:  _____

Name: Adam Morman

Title: Authorized Signatory

Date: May 13, 2022

Kenwood Village - Parcels

Tax Account	Owner Name	Premise Address
5566837	WALTON MARYLAND LLC	10212 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566848	WALTON MARYLAND LLC	10210 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566850	WALTON MARYLAND LLC	10208 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566861	WALTON MARYLAND LLC	10206 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566872	WALTON MARYLAND LLC	10207 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566883	WALTON MARYLAND LLC	10209 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566894	WALTON MARYLAND LLC	10211 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566906	WALTON MARYLAND LLC	KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566917	WALTON MARYLAND LLC	KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5566928	WALTON MARYLAND LLC	10213 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566930	WALTON MARYLAND LLC	10215 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566941	WALTON MARYLAND LLC	10217 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566952	WALTON MARYLAND LLC	10219 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566963	WALTON MARYLAND LLC	10221 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566974	WALTON MARYLAND LLC	10223 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566985	WALTON MARYLAND LLC	10225 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5566996	WALTON MARYLAND LLC	10227 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567001	WALTON MARYLAND LLC	10229 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567012	WALTON MARYLAND LLC	10231 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567023	WALTON MARYLAND LLC	10233 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567034	WALTON MARYLAND LLC	10222 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567045	WALTON MARYLAND LLC	10220 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567056	WALTON MARYLAND LLC	10218 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567067	WALTON MARYLAND LLC	10216 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567078	WALTON MARYLAND LLC	10214 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567080	WALTON MARYLAND LLC	10212 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567091	WALTON MARYLAND LLC	10210 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567103	WALTON MARYLAND LLC	10204 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567114	WALTON MARYLAND LLC	10202 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567125	WALTON MARYLAND LLC	10200 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567136	WALTON MARYLAND LLC	10201 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567147	WALTON MARYLAND LLC	10203 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567158	WALTON MARYLAND LLC	10205 KENWOOD CREEK CT, UPPER MARLBORO, MD 20774
5567160	WALTON MARYLAND LLC	KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567581	WALTON MARYLAND LLC	10101 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567592	WALTON MARYLAND LLC	10103 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567604	WALTON MARYLAND LLC	10105 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567615	WALTON MARYLAND LLC	10107 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567626	WALTON MARYLAND LLC	10109 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567637	WALTON MARYLAND LLC	10111 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567648	WALTON MARYLAND LLC	10113 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567650	WALTON MARYLAND LLC	10112 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567661	WALTON MARYLAND LLC	10110 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567672	WALTON MARYLAND LLC	10108 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567683	WALTON MARYLAND LLC	10106 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567694	WALTON MARYLAND LLC	10104 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774

Kenwood Village - Parcels

5567706	WALTON MARYLAND LLC	10102 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567717	WALTON MARYLAND LLC	10100 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567728	WALTON MARYLAND LLC	HARRY S TRUMAN DR, UPPER MARLBORO, MD 20774
5567978	WALTON MARYLAND LLC	WHITE HOUSE RD, UPPER MARLBORO, MD 20774
5567980	WALTON MARYLAND LLC	10115 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5567991	WALTON MARYLAND LLC	10117 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568005	WALTON MARYLAND LLC	10201 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568016	WALTON MARYLAND LLC	10203 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568027	WALTON MARYLAND LLC	10205 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568038	WALTON MARYLAND LLC	10207 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568040	WALTON MARYLAND LLC	10209 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568051	WALTON MARYLAND LLC	10211 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568062	WALTON MARYLAND LLC	10208 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568073	WALTON MARYLAND LLC	10206 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568084	WALTON MARYLAND LLC	10204 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568095	WALTON MARYLAND LLC	10202 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568107	WALTON MARYLAND LLC	10200 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568118	WALTON MARYLAND LLC	10114 KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568120	WALTON MARYLAND LLC	KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568131	WALTON MARYLAND LLC	KENWOOD VILLAGE LN, UPPER MARLBORO, MD 20774
5568142	WALTON MARYLAND LLC	10116 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568153	WALTON MARYLAND LLC	10114 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568164	WALTON MARYLAND LLC	10112 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568175	WALTON MARYLAND LLC	10110 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568186	WALTON MARYLAND LLC	10108 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568197	WALTON MARYLAND LLC	10106 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568200	WALTON MARYLAND LLC	10104 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568211	WALTON MARYLAND LLC	10102 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568222	WALTON MARYLAND LLC	10100 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568233	WALTON MARYLAND LLC	10101 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568244	WALTON MARYLAND LLC	10103 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568255	WALTON MARYLAND LLC	10107 DEER CHASE CT, UPPER MARLBORO, MD 20774
5568266	WALTON MARYLAND LLC	DEER CHASE CT, UPPER MARLBORO, MD 20774
5568277	WALTON MARYLAND LLC	WHITE HOUSE RD, UPPER MARLBORO, MD 20774



KENWOOD VILLAGE



Data provided by Prince Georges County Planning Department

STATEMENT OF JUSTIFICATION
KENWOOD VILLAGE
AN AMENDMENT OF APPROVED
BASIC PLANS A-9802-C AND 9803-C
5/15/2022

Applicant

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STATEMENT OF JUSTIFICATION
KENWOOD VILLAGE
AN AMENDMENT OF APPROVED
BASIC PLANS A-9802-C AND 9802-C

1.0 INTRODUCTION/OVERVIEW/ORIENTATION

BHC, Inc (the "Applicant") files this Amendment of Basic Plans A-9802-C and 9803-C for Kenwood Village pursuant to the provisions of Section 27-197(c) of the Prince George's County Code. The property which is the subject of the Basic Plan applications consists of 63.1 acres of land located on the south side of White House Road at its intersection with Harry S. Truman Drive, in Upper Marlboro, Maryland (the "Subject Property"). The Subject Property is more particularly identified on seven recorded subdivision plats, each entitled "Kenwood Village" and are recorded among the land records of Prince George's County at Plat Book SJH 242, Plats 50 through 56. As platted, the property consists of 72 lots and four parcels. As will be addressed in greater detail below, one of the parcels, Parcel "A", was conveyed to the Maryland-National Capital Park and Planning Commission ("M-NCPPC") pursuant to a condition of approval.

Through the approval of A-9802-C and 9803-C, the Subject Property was rezoned from the R-E zone to the R-S zone. The recently implemented Zoning Ordinance, which took effect on

April 1, 2022, retained the Comprehensive Design Zones as legacy Zones. As such, the zoning of the Subject Property is reflected as LCD. Pursuant to Section 27-1704(h) of the Zoning Ordinance, any property in the LCD Zone may proceed to develop in accordance with the standards and procedures of the Zoning Ordinance in existence prior to the effective date of this Ordinance, subject to the terms and conditions of the development approvals which it has received. Thus, this application is being filed under the provisions of the prior Zoning Ordinance.

In the prior Zoning Ordinance, amendments to a Basic Plan are permitted in accordance with Section 27-197. The provisions of Section 27-197(c) are applicable to the request submitted by the Applicant. Specifically, if an amendment of an approved Basic Plan does not involve a change in land area or an increase in land use density or intensity, the Basic Plan may be amended by the Council in accordance with the procedures set forth therein. The request is filed with the Clerk of the District Council and referred to M-NCPPC to determine if the application is complete. Once deemed complete, the application is referred to the Planning Board and the People's Zoning Counsel for comment. Any comments must be received within 60 days of such referral. Following the submission of such comments, a hearing is held before the Zoning Hearing Examiner on the request.

This application requests that three conditions of the approved Basic Plans be either deleted or amended to allow for new Comprehensive Design Plan, Preliminary Plan of Subdivision and Specific Design Plan applications to be submitted. The purpose of deleting or amending the conditions is to increase the number of buildable single family detached lots from 72 to up to 124, as discussed below. Minor revisions to the approved Basic Plan consistent with the amendment of the conditions of approval will also be made. No change in land area or increase in density above that approved in the Basic Plans is requested, as the 124 lots proposed is within the maximum density already approved by the Basic Plans.

2.0 ZONING HISTORY OF KENWOOD VILLAGE

Prior to the approval of A-9802-C and A-9803-C, the Subject Property was zoned R-E. The zoning map amendment applications were filed in 1989. A-9802-C initially requested to rezone 16+ acres of the Subject Property to the R-M (5.8-7.9) zone, while A-9803-C requested to rezone 47+ acres of the property to the L-A-C zone. The Technical Staff recommended disapproval of both applications in part because the density proposed exceeded that recommended in the 1973 Subregion VI Master Plan, which was 1.6-2.6 dwelling units per acre. These requests were presented to the District Council in September, 1991, at which time the District Council remanded the applications to the Planning Board

for further consideration. Subsequently, both applications were amended to request a rezoning to the R-S (1.6-2.6) Zone. As initially proposed, five development envelopes were identified. Development envelope "A" was located on and fronted the west side of Harry S. Truman Drive extended and proposed for townhouses. Development envelope "B" was located on and fronted the east side of Harry S. Truman Drive extended and also proposed for townhouses. Development envelopes "C", "D" and "E" were located on the easternmost area of the Subject Property and proposed single family detached dwelling units.

During the processing of the application, two primary modifications were made to the proposed development. The first was that the land on the west side of Harry S. Truman Drive extended would be conveyed to the M-NCPPC.¹ The second modification was that all of the units would be single family detached units. Five development envelopes were retained, all located on the east side of Harry S. Truman Drive extended. The Planning Board recommended approval of the revised zoning map amendment applications. The District Council approved both applications on January 29, 1993, subject to 14 conditions and 4 considerations pursuant to the adoption of Zoning Ordinance No. 50-1992 and Zoning Ordinance No. 51-1992, copies of which are

¹ At the time SDP-0805 was approved, Condition 10 required a payment of a fee of \$70,000 in 2013 dollars in lieu of designing plans and constructing improvements on the property. The Applicant agrees to conform to this requirement.

attached hereto as Exhibits "A" and "B". The conditions and considerations were identical for both applications. The Land Use Quantities and Land Use Types approved are shown below:

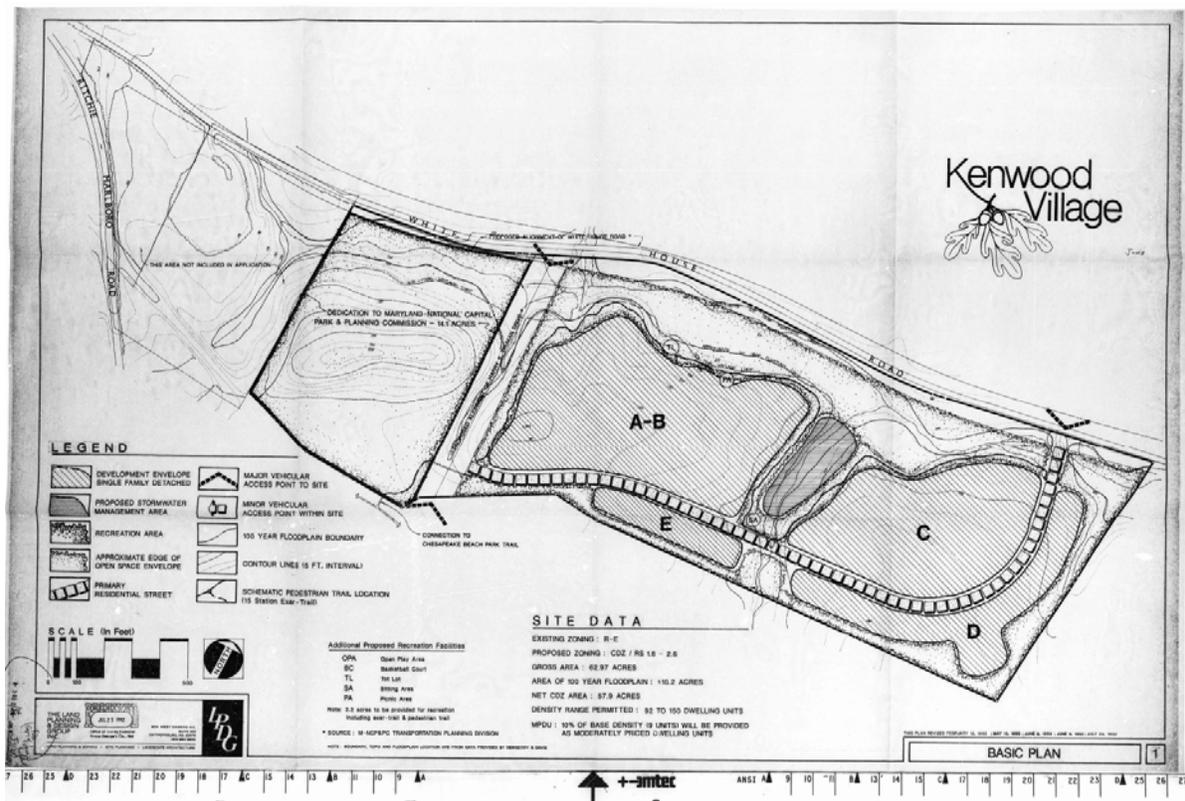
Land Use Quantities:

Gross Area (A-9802 47.2+ acres; A-9803 15.7+ acres)	62.9+ acres
Floodplain (1/2 of total floodplain)	-10.2+ acres
Net Area	57.9+ acres
Density Range (1.6 to 2.18 du/ac)	92 to 126 dwelling units

Land Use Types:

- Single-family Detached Dwellings
- Open Space, Public and Private Recreational Facilities
- Permitted Accessory Uses

The Basic Plan approved in the application was referenced as Exhibit J-113, a copy of which is reproduced below and is attached hereto as Exhibit "C":



After the approval of the Basic Plans, Comprehensive Design Plan CDP-0303 was approved in 2005 for 84 lots, less than the base density in the R-S zone. In 2007, Preliminary Plan of Subdivision 4-06159 was approved for 72 lots, further reducing the density of the project. Finally, in 2013, SDP-0805 was approved for 72 lots, consistent with the preliminary plan. As noted earlier, record plats have also been recorded. Pursuant to the recordation of the record plat several of the conditions of the Basic Plan were implemented. For example, right-of-way for Harry S. Truman Drive was dedicated through the Subject Property per Condition 2 (see Plat Book SJH 242 Plat No. 51). Right-of-way to allow for the widening of White House Road was also dedicated along the Subject Property's entire 3,000 feet of frontage per Condition 3. This condition further requires that a half section of White House Road for the entire segment of the roadway through the subject Property. The location of the Subject Property is strategic in that White House Road now narrows from a four-lane divided roadway at the western end of the Subject Property to a winding, two lane road along the frontage of the Subject Property. Widening this road will be beneficial to the flow of traffic along this road, and particularly at the intersection of existing Harry S. Truman Drive and White House Road. The Applicant understands the

critical nature of this roadway improvement and is not seeking to modify the condition which requires this improvement. Notwithstanding, it is the cost of this improvement which has prevented the development of the Subject Property from proceeding, as the total number of dwelling units does not support the cost of widening White House Road across the entire length of the Subject Property. Thus, the purpose of this application is to modify certain conditions to allow the number of dwelling units to be increased to the maximum permitted under the approved Basic Plans. The modifications required are addressed below.

3.0 SUMMARY OF PROPOSED MODIFICATIONS TO BASIC PLAN

As referenced above, the total number of units ultimately approved for development is 72, notwithstanding that the maximum density permitted is 124 dwelling units.² The Applicant has determined that if the number of dwelling units can be increased, sufficient funds can be generated to make the required frontage improvements on White House Road.

In evaluating the feasibility of increasing the number of dwelling units, the Applicant has reviewed the conditions of

² Per Section 27-486, the density permitted is based on an average number of dwelling units per gross acre, minus fifty (50) percent of the density attributed to any land located within a one hundred (100) year floodplain. At the time the Basic Plan was approved in 1993, the gross area of the property was 62.9 acres and the area of the floodplain was 10.2 acres, allowing a maximum density of 126 dwelling units. By the time the SDP was approved, these numbers had been refined. The gross acreage of the Subject Property was determined to be 63.1 acres and the area of the floodplain was 11.8 acres, reducing the maximum allowable density to 124 dwelling units.

approval of the Basic Plan. Each Basic Plan, A-9803 and A-9803, was adopted subject to the same 14 Conditions and the same four (4) Considerations. The Conditions and Considerations are set forth in Exhibits "A" and "B" attached hereto. To pursue the proposed revisions to the approved plans, there are three conditions in the Basic Plan which the Applicant requests be revised and one condition the Applicant requests be deleted. All the other Conditions and Considerations are still applicable and do not require revision.

The Conditions which are proposed to be revised are Conditions 7, 8 and 13. Each of these conditions is set forth below:

7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.
8. The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.
13. The minimum 50-foot non-disturbance buffers along the east and south properties shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen planting and may required to provide adequate screening, to be approved by the Urban Design Section.

The Applicant is seeking to modify these conditions to allow for a minimum lot size of 4,200 square feet throughout the Subject Property and to modify the buffers along the eastern and southern boundaries of the Subject Property. By making these modifications, the layout of the property can be adjusted to allow for more dwelling units to be located on the Subject Property.

The Applicant is an affiliate of Mid Atlantic Builders, a premier residential builder in Prince George's County for over 30 years and is intimately familiar with the current market. The Applicant is also known for its innovative designs. Based on its experience in the Westphalia Community, the Applicant proposes to design a single family detached project that will live like a townhouse. While the interior of the units will have a square footage of approximately 2,500 to 3,000 square feet, the exterior maintenance of the units will be reduced because the homeowner will have less lot area to maintain. The site is unique in that there is a substantial environmental area between the development pods and White House Road. The development is truly an enclave and has little visibility from or impact on any adjacent roads or properties. Thus, the reduction in lot size will have little to no impact on any surrounding properties.

The concept plan depicting the proposed revised layout is attached as Exhibit "D" and is reproduced below:



Regarding the buffers, the Applicant is proposing to retain the majority of the 50' undisturbed buffer along the eastern property line and to construct a fence along that line. The only encroachment into that buffer would be for the construction of a stormwater management facility located within 550 feet of White House Road. A stormwater management facility was proposed in this location under the prior approvals, but changes to the stormwater regulations require additional grading which cannot be accomplished without grading within 50 feet of the property line. In this location, however, an undisturbed buffer is not required to screen the homes because no homes will be constructed where the stormwater management facility will be

located. In addition, the abutting property has substantial existing natural vegetation in this area to screen any development on the Subject Property. The Applicant will comply with the requirement to construct the fence. It is the Applicant's understanding from discussions with the abutting property owner (Anna Rauch) that the purposes of the fence (which was requested by her) is to prevent livestock from venturing into the property upon development. The Applicant is willing to provide the fence and would request some flexibility in the type of fence permitted. The existing condition requires the fence to be a black vinyl clad chain link fence, but the Applicant would like to retain the flexibility to propose an alternate type of fencing material.

The Applicant proposes to eliminate the 50' wide undisturbed buffer along the southern property line and instead provide a 25' landscaped buffer. The primary reason for this modification is that Washington Gas acquired a right of way to install a gas line along most of the southern boundary line which creates a natural buffer that did not exist when the Basic Plan was approved. In fact, the gas line extends across the southwest corner of the Subject Property east of Harry S. Truman Drive. The location of this gas line can be seen on the image below:



The owner of most of the land to the south, PJ Associates, LLC, granted an easement to Washington Gas Company on September 28, 2016, which document is recorded among the Land Records of Prince George's County at Book 38614 Page 69. The easement granted by the prior owner of the Subject Property, White House Road Limited Partnership, was dated January 24, 2017 and is recorded at Book 39812 Page 576. The location of this easement ensures that existing natural vegetation on the abutting property will remain and provides a substantial distance buffer as well. The Applicant would propose to landscape the buffer with 80 plant units per 100 lineal feet, equivalent to the number of plant units required for a Type "B" buffer yard. This is the type of buffer which is required where a single family detached home abuts an agricultural use. The Applicant will be providing a wider buffer than typically required in this circumstance (25' vs 20') and a substantially larger building

setback. The Applicant also anticipates providing stormwater management in the form of micro-bioretenion facilities within the 25-foot buffer along with the landscape plantings and fencing that will provide an attractive transition to the neighboring properties. The landscape planting and plant units can be accommodated within a 25-foot-wide buffer while still providing stormwater management. The Applicant submits that providing a buffer which exceeds the requirements of the Landscape Manual, in combination with the buffer provided by the gas line easement, the proposed revision to the conditions will provide an adequate buffer to future development.

Based upon the above, the Applicant is proposing the following revisions to Conditions 7, 8 and 13:

7. ~~The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E~~ 4,200 square feet in all Development Envelopes.
8. ~~The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.~~

A 50-foot buffer shall be provided along the eastern property boundary and shall include a six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the south side of White House Road. The only disturbance to this buffer shall be for the construction of stormwater management facilities located within 550 feet from the right-of-way of White House Road. A 25-foot landscaped buffer shall be provided along the southern property boundary and provide the number of plant units required for a

"B" buffer yard as required by the Landscape Manual. A six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the east side of Harry S. Truman Drive.

13. ~~The minimum~~ A 50-foot non-disturbance ~~buffers~~ buffer along the east and south properties shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen planting and may required to provide adequate screening, to be approved by the Urban Design Section.

In addition to revising Conditions 7, 8 and 13, the Applicant is requesting that Condition 4 be deleted. Condition 4 provides as follows:

4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.

As the design of the plan evolved previously, no internal trails were provided. The Applicant does not anticipate introducing a separate internal trail network in addition to the public sidewalks that will be provided. Thus, it makes no sense to retain the condition currently. The sidewalks which will be constructed will comply with the current 5' wide standard and will provide interconnectivity throughout the site. Any other trails would need to be located within the environmentally sensitive wooded areas. To avoid any confusion in prior applications which would be subject to the conditions of the

Basic Plan, removing a condition which was deemed at later stages to be unnecessary is appropriate.

4.0 CONFORMANCE WITH SECTION 27-197(c)

The Prince George's County Zoning Ordinance includes several procedures for amending an approved Basic Plan. Section 27-197(a) is applicable where the amendment involves a change in land area or an increase in land use density or intensity for the overall area included in the approved Basic Plan. This provision does not apply to the proposed amendment. Section 27-197(b) establishes a procedure for dividing a single approved Basic Plan into two or more Basic Plans. Section 27-197(c) is applicable where, as in the instant case, an amendment is proposed which does not involve a change in land area or in increase in land use density or intensity.

As noted above, the initial Basic Plan was approved with a density range of 1.6 to 2.18 dwelling units per acre. Based upon the overall area included in the Basic Plan (63.1 acres) and the total area of floodplain (11.8 acres), the maximum density permitted is 124 dwelling units. The amendment to Conditions 7 and 8, and the elimination of Condition 4, will allow the Applicant to submit a new Comprehensive Design Plan, Preliminary Plan of Subdivision and Specific Design Plan, with the intention of achieving as close to the maximum density permitted as possible.

To approve the requested amendment, Section 27-197(c)(7) states that the District Council "shall find that the requirements of Section 27-195(b) have been met. The provisions of Section 27-195(b) set forth the criteria for approval of a Basic Plan, and are listed below with a comment addressing conformance:

(1) Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

(A) The proposed Basic Plan shall either conform to:

(i) The specific recommendation of a General Map plan, Area Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties;

(ii) The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses; or

(iii) The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code.

COMMENT: In this case, the proposed Basic Plan (as revised) conforms to the specific recommendations of the Area Master Plan map and text. By way of context, when the Basic Plan was initially approved, the most recent Master Plan was the 1973 Subregion VI Master Plan, which recommended a density of 1.6-2.6

dwelling units per acre for the area the Subject Property was located in. The Basic Plan was found at the time of its approval to conform to the Master Plan. Shortly after the adoption of A-9802-C and A-9803-C, the Melwood Westphalia Master Plan and Sectional Map Amendment were adopted. In fact, the Planning Board adopted the Master Plan on June 3, 1993, just five months after the approval of the Basic Plans. The District Council approved the Master Plan and Sectional Map Amendment with the adoption of CR-24-1994. The Master Plan and the Sectional Map Amendment reflected the adoption of the Basic Plans. The Master Plan recommended the Subject Property for "low suburban planned community development" and the Sectional Map Amendment reflected the R-S zoning which had been recently approved. As the Subject Property is not within the boundaries of the 2007 Westphalia Sector Plan, the 1994 Melwood Westphalia Master Plan constitutes the applicable plan.

It should be noted that since the adoption of the Master Plan, substantial changes have occurred in the vicinity of the Subject Property. The Master Plan recommended the construction of the interchange at the Beltway and Ritchie Marlboro Road as an early need. Between 2000 and 2005, the interchange was constructed, and Ritchie Marlboro Road was upgraded to a four lane roadway up to the western end of the Kenwood Village property. This upgrade included the reconfiguration of the

intersection of White House Road and Ritchie Marlboro Road. The land south of Ritchie Marlboro Road was included in the Westphalia Sector Plan. While the 1994 Melwood Westphalia Sectional Map Amendment retained that land between the new interchange and White House Road in the R-R and R-A zones, the Westphalia Sector Plan placed much of that land in the M-X-T and R-M zones. The densities which have developed are substantially higher than were anticipated in 1994. The Presidential Heights subdivision north of Harry S. Truman Drive was developed between 2000 and 2007 as a cluster subdivision in the R-80 zone. Thus, the development of the Subject Property with single family detached homes with a maximum density of 2.18 dwelling units per gross acre is compatible with the surrounding development pattern and densities.

(B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;

COMMENT: There is no retail commercial area proposed in the amended Basic Plan.

(C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated

by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

COMMENT: The Applicant does not propose to modify the number of dwelling units approved in the Basic Plan for the Subject Property. As noted above, the Basic Plan approved up to 126 dwelling units and the Applicant is proposing a maximum of 124 dwelling units. Thus, the requested amendment not increase the maximum density originally approved. Since, however, the proposed development will increase the number of units approved by the preliminary plan of subdivision, a new Preliminary Plan of Subdivision which will be required and traffic adequacy will again be fully evaluated. Further, the Basic Plan has implemented the Master Plan of Transportation goals and guidelines by providing full right-of-way dedication of both White House Road and the extension of Harry S. Truman Parkway. The development will also be responsible for constructing a half section of White House Road in accordance with the requirements of the Department of Permitting, Inspections and Enforcement.

While a full traffic study will be required at later phases of the development, a recently approved development in the general vicinity demonstrates that the transportation network will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density of the Subject Property. The Parkland and Rock Creek Comprehensive

Design Plan (CDP-2101) was approved by the Planning Board on March 31, 2022. That project is located between Westphalia Road and Ritchie Marlboro Road and included a review of traffic adequacy. Included in the traffic study were the intersections of Ritchie Marlboro Road/White House Road and Ritchie Marlboro Road/Sansbury Road. As indicated in that case, both intersections operate at adequate levels of service, as noted below.

Ritchie Marlboro Road and White House Road	C/1282	D/1330
Ritchie Marlboro Road and Sansbury Road	B/1135	D/1410

The Subject Property is located at the intersection of Harry S. Truman Drive, which is an unsignalized intersection which will be substantially improved with the widening of White House Road. At the time the original subdivision was approved, a traffic signal was not required, but a signal warrant study was required to be conducted at this intersection prior to the issuance of any building permit. At the time of preliminary plan for the revised development, the need for a traffic signal will again be evaluated.

Finally, if the density requested by the Applicant is approved, it will represent an increase of only 52 dwelling units over that previously evaluated. This represents a negligible increase in traffic generation.

Based upon the current adequacy of nearby intersections as determined by the Planning Board in recent cases, and the fact that any inadequacies which may exist at the time of Preliminary Plan of Subdivision will be required to be addressed by the Applicant, the proposed development will satisfy the requirements of Section 27-195(c), which requires that existing traffic facilities, or those that will be provided by the Applicant, will be sufficient to accommodate the traffic to be generated.

(D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;

COMMENT: The evaluation of adequate public facilities will occur at the time the property proceeds to the Preliminary Plan of Subdivision stage, and Subtitle 24 of the County Code provides the methodology for testing adequate public facilities as set forth below. Obviously, since the Subject Property has already obtained approval of a final plat of subdivision, these findings have already been made for the development. The addition of up to 52 additional single family detached homes will not alter the prior findings of adequacy. Notwithstanding, the applicable public facilities are addressed below.

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 Property is located in Water and Sewer Category 3 and in Sustainable Growth Tier I. 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.

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. 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.

Recreation Areas:

The Master Plan depicts a proposed M-NCPPC park on the west side of Harry S. Truman Drive. The subject Basic Plan application dedicated 19.4 acres to M-NCPPC to satisfy such parkland requirements and will contribute \$70,000 in 2013 dollars to assist in the implementation of park improvements.

Library:

A library is recommended to be in the Westphalia Town Center Core and the Westphalia Town Center has designated a location for the library within the development.

(E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.

COMMENT: The amended Basic Plan will be evaluated for conformance with the 2010 environmental requirements, including

impacts to any regulated environmental features. The Subject Property will also be required to obtain approval of a new Conceptual Stormwater Management approval in conformance with the applicable requirements of Subtitle 32, which have been substantially revised since the CDP was previously approved for the Subject Property. The Applicant intends to avoid impacts to regulated environmental features to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual in accordance with Section 24-130(b)(5) of the Prince George's County Code.

5.0 DENSITY INCREMENTS SECTION 27-513(b)

In the R-S zone, the base density is established at 1.6 dwelling units per acre. Increases in density are permitted in accordance with Section 27-513(b) through the provision of Public Benefit Features and Density Increment Factors. Since the density proposed for Kenwood Village in the prior Comprehensive Design Plan and Specific Design Plan applications was less than the minimum density permitted in the R-S Zone approved by the Basic Plan (92 dwelling units), Public Benefit Features and Density Increment Factors were not required to be addressed. With a proposed density of 124 dwelling units, Density Increment Factors will need to be addressed at the time of the Comprehensive Design Plan. The Applicant submits that sufficient

Density Increment Factors are provided to support the additional dwelling units would be achieved by the proposed revisions.

To achieve an ultimate density of 124 dwelling units, Density Increment Factors of 35% will be required. The Applicant submits that the required Density Increment Factors can easily be achieved through three of the Density Increment Factors set forth in Section 27-513(b), each of which is discussed below.

Section 27-513(b)(1).

For open space land at a ration of at least 3.5 acres per 100 dwelling units (with a minimum size of 1 acres), an increment factor may be granted not to exceed 25% in dwelling units.

COMMENT: To support 124 dwelling units a total of 4.34 acres of open space would be required. As currently platted, over 12 acres of open space has been set aside, far exceeding the minimum requirement. This open space area does not include the 19.4 acres dedicated to the Maryland-National Capital Park and Planning Commission, which is planned for active recreation. This open space qualifies the Applicant for an increment factor of up to 25% in dwelling units.

Section 27-513(b)(4).

For recreational development of open space (including minimum improvements of heavy grading, seeding, mulching, utilities, off-street parking, walkways, landscaping, and playground equipment, an increment factor may be granted, not to exceed 10% in dwelling units.

COMMENT: As noted above, the Applicant has dedicated land to M-NCPPC for development as a park. At the time of SDP, the Applicant agreed to pay \$70,000 toward the grading and development of that park. This contribution, made in lieu of grading, seeding, mulching and other site work, qualifies the Applicant for an increment factor of 10% in dwelling units.

Section 27-513(b)(5).

For public facilities (except public streets and open space areas), an increment factor may be granted, not to exceed 30% in dwelling units.

COMMENT: Pursuant to Section 24-134, the mandatory dedication requirement for this property would be 5% of net area. With a net area of 57.2 acres, the mandatory dedication requirement would be 2.86 acres. The dedication of 19.4 acres of parkland to the M-NCPPC for construction of an active park far exceeds this requirement. The dedication of this additional land qualifies the Applicant for Density Increments of up to 30% in dwelling units.

Based on the above, the proposed development qualifies for density increment factors of up to 65% in dwelling units, far exceeding the requirement of 35% needed to support the proposed modifications to the plans and the increase in density. While other Density Increment Factors may also be applicable and will be evaluated at future stages of the development, the proposed

increase in dwelling units can be supported based upon the information currently available.

6.0 CONFORMANCE WITH SECTION 27-487

Section 27-487 provides that in a comprehensive design zone, the proposal "shall contain provisions for housing to serve all income groups." At the time the Basic Plan was approved, the land use types approved for Kenwood Village were restricted to single family detached homes to ensure compatibility with abutting properties. Notwithstanding, providing housing that is more affordable is a desired goal in the current housing climate. The Applicant's proposed dwelling unit type will allow a product that can be sold at a price lower than a new large lot single family detached home, but at a higher price than a townhouse. The Applicant believes that this will be a desirable product, as many buyers seek a single family detached home but desire the lower maintenance obligations of a townhouse. This amendment will provide more diversity of housing product in the Westphalia community in accordance with Section 27-487.

7.0 CONCLUSION

In conclusion, the Applicant submits that the Basic Plan amendment for Kenwood Village should be approved to allow the Applicant to increase the number of lots within the density cap established with the initial approval. Approval of the

amendment will allow for the needed road improvements along White House Road to occur and will provide a more diverse housing product to enhance the Westphalia community. Retention of the single family detached land use type will ensure compatibility with surrounding properties. For these reasons, the Applicant respectfully requests approval of the amended Basic Plan for Kenwood Village Basic Plan as proposed herein.

Respectfully submitted

A handwritten signature in blue ink, appearing to read 'T. Haller', is written over a horizontal line. The signature is fluid and cursive.

Thomas H. Haller
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "A"

ZONING ORDINANCE NO. 50-1992

Case No.: A-9802-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 50 - 1992

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, subject to conditions and considerations.

WHEREAS, Application No. A-9802-C has been filed for property described as approximately 47.3 acres of land, in the R-E Zone, located on the south side of White House Road, approximately 1,410 feet east of its intersection with Ritchie Marlboro Road, to rezone the property to the R-S Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that the subject property should be rezoned to the R-S Zone; and

WHEREAS, in order to protect adjacent properties and the

surrounding neighborhood, the rezoning herein is granted with conditions and considerations; and

WHEREAS, as the basis for this action, the District Council adopts the findings and conclusions of the Zoning Hearing Examiner as its findings and conclusions in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9802-C from the R-E Zone to the R-S Zone.

SECTION 2. Application No. A-9802-C is approved subject to the following conditions and considerations: Basic Plan Exhibit J-113.

Land Use Quantities:

Gross Area (A-9802 47.2+ acres; A-9803 15.7+ acres)	62.9+ acres
Floodplain (1/2 of total floodplain)	-10.2+ acres
Net Area	57.9+ acres
Density Range (1.6 to 2.18 du/ac)	92 to 126 dwelling units

Land Use Types:

Single-family Detached Dwellings
Open Space, Public and Private Recreational Facilities
Permitted Accessory Uses

Conditions:

1. No direct access to any residential lots shall be permitted from White House Road or Harry S Truman Drive.
2. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 120 foot right-of-way for Ritchie-Marlboro Road relocated (A-39) (Harry S Truman Drive)
3. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 60 foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer, his heirs, successors and/or assigns,

shall construct or bond to construct a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits. This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38).

4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.
5. At no time prior to Phase II approval or construction of the proposed development shall the Chesapeake Beach trail corridor be damaged, filled with debris or become a storage area for supplies or equipment.
6. There shall be no grading or cutting of trees on the site prior to Phase II approval, except with the written permission of the Planning Board.
7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.
8. The 50 foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six foot high black vinyl clad chain link fence, extending to the east side of Harry S Truman Drive.
9. A Type I Tree Conservation Plan (TCP) in accordance with the County Woodland Conservation and Tree Conservation Program is required for review by the Natural Resources Division to be approved by the Planning Board prior to CDP approval. Woodland conservation of 25 percent of the net tract is recommended.
10. Phase II shall show consistency with the Patuxent River Policy Plan in buffering of streams.
11. Approval of existing conditions 100 year floodplain and stormwater management concept plan by the County Department of Environmental Resources (DER), prior to the approval of a preliminary plan of subdivision, unless determined by DER prior to submittal of the preliminary plat that this study will not be required until time of Specific Design Plan. At a minimum, the following shall be included: 50 foot buffers between the floodplain and lot lines; stormwater management ponds shall provide 2-10-100 year attenuation; water quality shall be achieved by infiltration or ponds; water quality ponds shall be located outside of wetland areas; and all impervious areas shall drain directly to a water quality facility.
12. The applicant shall submit a 100 year floodplain study and a

stormwater management concept plan to DER for approval prior to approval of the preliminary plat of subdivision. The stormwater management concept plan shall also address road improvements to White House Road and construction of Harry S Truman Drive.

13. The minimum 50 foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100 year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.
14. The applicant shall submit a detailed soils study to demonstrate the site is geologically suitable for the proposed development, for approval by the Soil Conservation District and the Natural Resources Division, prior to Specific Design Plan approval.

Considerations:

1. The character and visual image of White House Road shall be protected and maintained through preservation of the undisturbed buffer along both sides of the adjacent stream. The buffer design shall be approved by the Urban Design Section prior to Specific Design Plan approval.
2. The site shall be developed to maintain compatibility with the surrounding neighborhood with emphasis on the boundaries of the subject site. This shall be accomplished through design techniques such as berms, additional screen plantings and through compatible lot sizes prior to Specific Design Plan approval.
3. The depths of all lots adjacent to Harry S Truman Drive and White House Road shall be adequate to provide visual and sound screening as part of Specific Design Plan approval.
4. The dwellings in all Development Envelopes shall front on the primary street to the greatest extent possible, with the rears of dwellings oriented toward the interior of the envelopes. Landscape Manual buffering requirements shall apply to any dwellings whose rears face Harry S Truman Drive. Preservation of existing trees shall be the preferred buffering technique to be supplemented as required by the Landscape Manual.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 9th day of November, 1992, for
initial approval, by the following vote:

In Favor: Council Members Castaldi, Bell, Casula, Del Giudice, Fletcher,
Mills and Pemberton

Opposed:

Abstained:

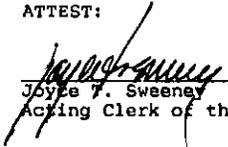
Absent: Council Members MacKinnon and Wineland

Vote: 7-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THE PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: 
Richard J. Castaldi, Chairman

ATTEST:


Joyce F. Sweeney
Acting Clerk of the Council

Case No.: A-9802-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9802-C, to rezone the subject property from the R-E Zone to the R-S Zone, attached certain conditions and considerations; and

WHEREAS, the applicant has duly consented in writing to the conditions and considerations; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and considerations and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9802-C is hereby granted. The applicant's written acceptance of the conditions and considerations referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions and

considerations referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient ground for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or any other action deemed necessary to obtain compliance.

SECTION 3. This ordinance shall take effect on January 27, 1993, the date of receipt of acceptance by the applicant(s) of the condition(s) and consideration(s) imposed in Zoning Ordinance No. 50-1992.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: Hilda R. Pemberton
Hilda R. Pemberton, Chairwoman

ATTEST:

Jesse T. Sweeney
Jesse T. Sweeney
Acting Clerk of the Council

KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "B"

ZONING ORDINANCE NO. 51-1992

Case No.: A-9803-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 51 - 1992

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, subject to conditions and considerations.

WHEREAS, Application No. A-9803-C has been filed for property described as approximately 15.7 acres of land, in the R-E Zone, located on the south side of White House Road, approximately 1,300 feet east of its intersection with Ritchie Marlboro Road, to rezone the property to the R-S Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that the subject property should be rezoned to the R-S Zone; and

WHEREAS, in order to protect adjacent properties and the

surrounding neighborhood, the rezoning herein is granted with conditions and considerations; and

WHEREAS, as the basis for this action, the District Council adopts the findings and conclusions of the Zoning Hearing Examiner as its findings and conclusions in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9803-C from the R-E Zone to the R-S Zone.

SECTION 2. Application No. A-9803-C is approved subject to the following conditions and considerations: Basic Plan Exhibit J-113.

Land Use Quantities:

Gross Area (A-9802 47.2+ acres; A-9803 15.7+ acres)	62.9+ acres
Floodplain (1/2 Of total floodplain)	-10.2+ acres
Net Area	57.9+ acres
Density Range (1.6 to 2.18 du/ac)	92 to 126 dwelling units

Land Use Types:

Single-family Detached Dwellings
Open Space, Public and Private Recreational Facilities
Permitted Accessory Uses

Conditions:

1. No direct access to any residential lots shall be permitted from White House Road or Harry S Truman Drive.
2. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 120 foot right-of-way for Ritchie-Marlboro Road relocated (A-39) (Harry S Truman Drive)
3. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 60 foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer, his heirs, successors and/or assigns,

shall construct or bond to construct a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits. This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38).

4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.
5. At no time prior to Phase II approval or construction of the proposed development shall the Chesapeake Beach trail corridor be damaged, filled with debris or become a storage area for supplies or equipment.
6. There shall be no grading or cutting of trees on the site prior to Phase II approval, except with the written permission of the Planning Board.
7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.
8. The 50 foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six foot high black vinyl clad chain link fence, extending to the east side of Harry S Truman Drive.
9. A Type I Tree Conservation Plan (TCP) in accordance with the County Woodland Conservation and Tree Conservation Program is required for review by the Natural Resources Division to be approved by the Planning Board prior to CDP approval. Woodland conservation of 25 percent of the net tract is recommended.
10. Phase II shall show consistency with the Patuxent River Policy Plan in buffering of streams.
11. Approval of existing conditions 100 year floodplain and stormwater management concept plan by the County Department of Environmental Resources (DER), prior to the approval of a preliminary plan of subdivision, unless determined by DER prior to submittal of the preliminary plat that this study will not be required until time of Specific Design Plan. At a minimum, the following shall be included: 50 foot buffers between the floodplain and lot lines; stormwater management ponds shall provide 2-10-100 year attenuation; water quality shall be achieved by infiltration or ponds; water quality ponds shall be located outside of wetland areas; and all impervious areas shall drain directly to a water quality facility.
12. The applicant shall submit a 100 year floodplain study and a

stormwater management concept plan to DER for approval prior to approval of the preliminary plat of subdivision. The stormwater management concept plan shall also address road improvements to White House Road and construction of Harry S Truman Drive.

13. The minimum 50 foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100 year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.
14. The applicant shall submit a detailed soils study to demonstrate the site is geologically suitable for the proposed development, for approval by the Soil Conservation District and the Natural Resources Division, prior to Specific Design Plan approval.

Considerations:

1. The character and visual image of White House Road shall be protected and maintained through preservation of the undisturbed buffer along both sides of the adjacent stream. The buffer design shall be approved by the Urban Design Section prior to Specific Design Plan approval.
2. The site shall be developed to maintain compatibility with the surrounding neighborhood with emphasis on the boundaries of the subject site. This shall be accomplished through design techniques such as berms, additional screen plantings and through compatible lot sizes prior to Specific Design Plan approval.
3. The depths of all lots adjacent to Harry S Truman Drive and White House Road shall be adequate to provide visual and sound screening as part of Specific Design Plan approval.
4. The dwellings in all Development Envelopes shall front on the primary street to the greatest extent possible, with the rears of dwellings oriented toward the interior of the envelopes. Landscape Manual buffering requirements shall apply to any dwellings whose rears face Harry S Truman Drive. Preservation of existing trees shall be the preferred buffering technique to be supplemented as required by the Landscape Manual.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 9th day of November , 1992, for
initial approval, by the following vote:

In Favor: Council Members Castaldi, Bell, Casula, Del Giudice, Fletcher, Mills
and Peaberton

Opposed:

Abstained:

Absent: Council Members MacKinnon and Wineland

Vote: 7-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: Richard J. Castaldi
Richard J. Castaldi, Chairman

ATTEST:

Joyce T. Sweeney
Joyce T. Sweeney
Acting Clerk of the Council

Case No.: A-9803-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9803-C, to rezone the subject property from the R-E Zone to the R-S Zone, attached certain conditions and considerations; and

WHEREAS, the applicant has duly consented in writing to the conditions and considerations; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and considerations and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9803-C is hereby granted. The applicant's written acceptance of the conditions and considerations referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions and

considerations referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient ground for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or any other action deemed necessary to obtain compliance.

SECTION 3. This ordinance shall take effect on January 29, 1993, the date of receipt of acceptance by the applicant(a) of the condition(s) and consideration(s) imposed in Zoning Ordinance No. 51-1992.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: Hilda R. Pemberton
Hilda R. Pemberton, Chairwoman

ATTEST:

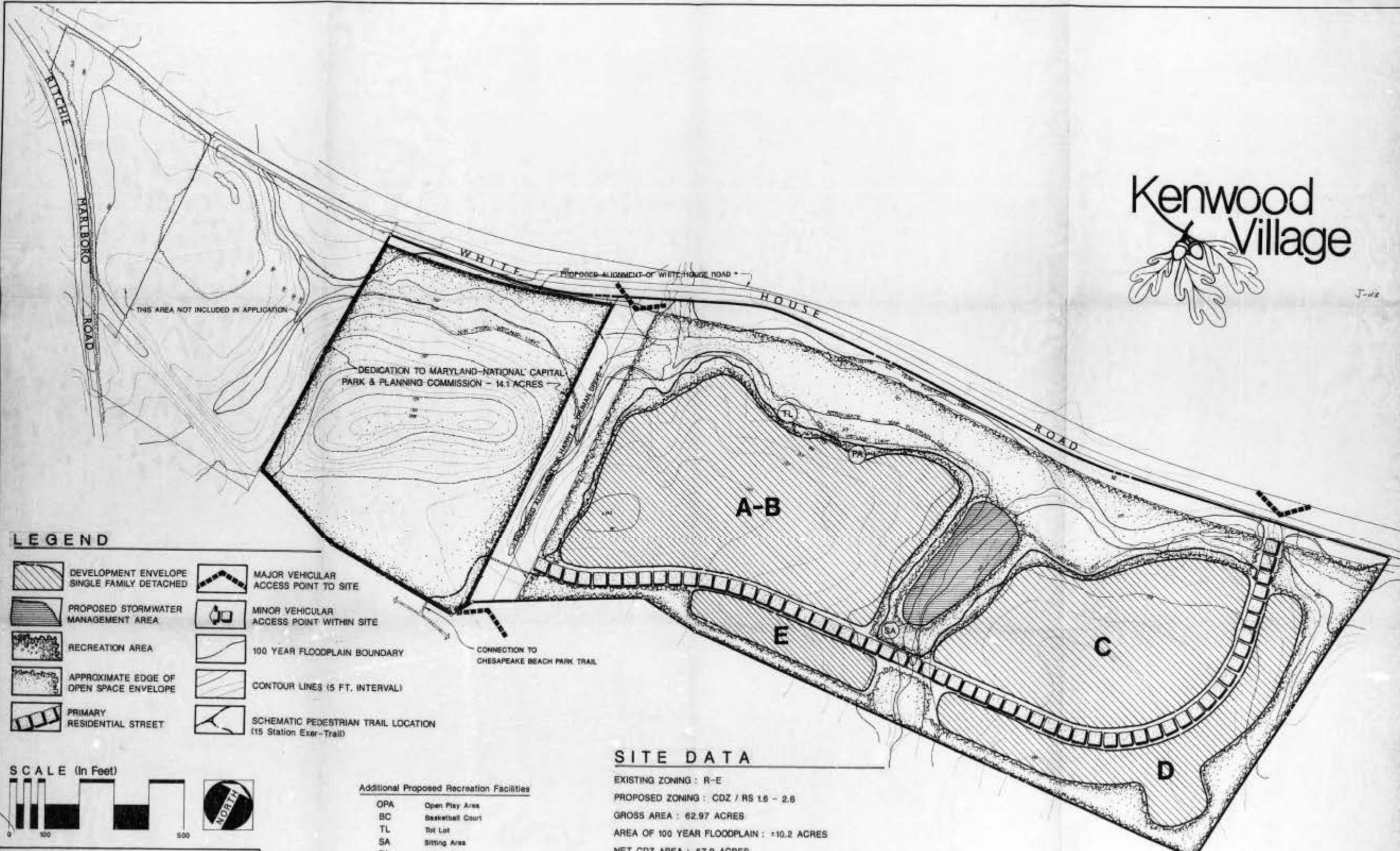
Joyce T. Sweeney
Joyce T. Sweeney
Acting Clerk of the Council

KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "C"

APPROVED BASIC PLAN A-9802-C and A-9803-C
EXHIBIT J-113

J-118



LEGEND

- | | | | |
|--|---|--|---|
| | DEVELOPMENT ENVELOPE SINGLE FAMILY DETACHED | | MAJOR VEHICULAR ACCESS POINT TO SITE |
| | PROPOSED STORMWATER MANAGEMENT AREA | | MINOR VEHICULAR ACCESS POINT WITHIN SITE |
| | RECREATION AREA | | 100 YEAR FLOODPLAIN BOUNDARY |
| | APPROXIMATE EDGE OF OPEN SPACE ENVELOPE | | CONTOUR LINES (5 FT. INTERVAL) |
| | PRIMARY RESIDENTIAL STREET | | SCHEMATIC PEDESTRIAN TRAIL LOCATION (15 Station Exer-Trail) |

SCALE (In Feet)



Additional Proposed Recreation Facilities

- OPA Open Play Area
- BC Basketball Court
- TL Tot Lot
- SA Sitting Area
- PA Picnic Area

Note: 3.3 acres to be provided for recreation including exer-trail & pedestrian trail

* SOURCE: M-NCP&PC TRANSPORTATION PLANNING DIVISION

NOTE: BOUNDARY, TOPD AND FLOODPLAIN LOCATION ARE FROM DATA PROVIDED BY DENISEWY & DAVIS

SITE DATA

- EXISTING ZONING: R-E
- PROPOSED ZONING: CDZ / RS 1.6 - 2.6
- GROSS AREA: 62.97 ACRES
- AREA OF 100 YEAR FLOODPLAIN: +10.2 ACRES
- NET CDZ AREA: 57.9 ACRES
- DENSITY RANGE PERMITTED: 92 TO 150 DWELLING UNITS
- MPDU: 10% OF BASE DENSITY (9 UNITS) WILL BE PROVIDED AS MODERATELY PRICED DWELLING UNITS

THE LAND PLANNING & DESIGN GROUP INC. **DECEMBER 25 1992** **LPDG**

104 WEST EDWARDS AVE. SUITE 300
GATHERSBURG, MD 20878
(301) 940-9600

LAND PLANNING & ZONING • SITE PLANNING • LANDSCAPE ARCHITECTURE

THIS PLAN REVISED FEBRUARY 12, 1992; MAY 15, 1992; JUNE 6, 1992; JUNE 9, 1992; JULY 20, 1992



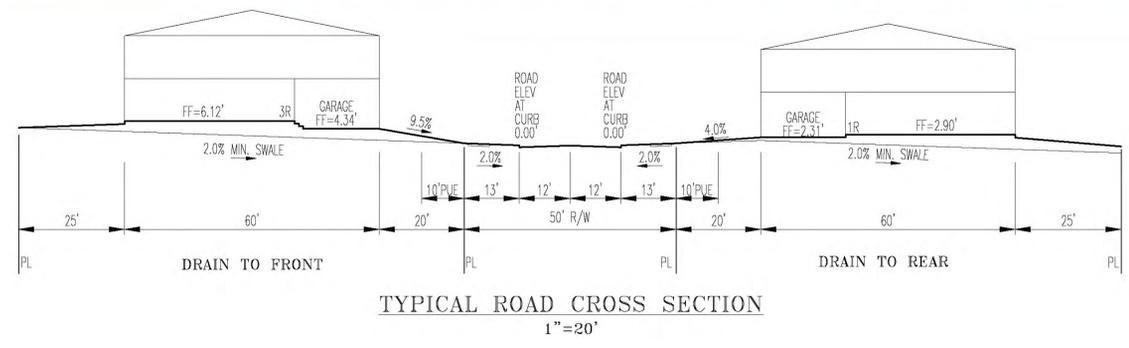
KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "D"

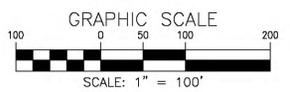
CONCEPT SITE PLAN



KENWOOD
VILLAGE
PARK
(DEDICATED UNDER
ORIGINAL APPROVAL)



-  SHADE TREE
-  STREET TREE
-  EVERGREEN
-  ORNAMENTAL TREE
-  BIOSWALE TREE



CONCEPT RENDERING
124 SINGLE FAMILY LOTS

KENWOOD VILLAGE
MELLWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

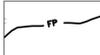
CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: BHC Incorporated 11611 Old Georgetown Road, 2nd Floor Rockville, MD 20852 Attn: Joe Zlatoski	TAX MAP 75-AA-B4; 83-AL-B1	NSCC GRID 200S209
DESIGN JRD	SHEET	OF
DRAFT JRD	1	1
DATE MAY 2022	FILE NO:	
SCALE 1" = 100'	2022-1026-01	

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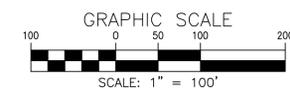


LEGEND

-  DEVELOPMENT ENVELOPE SINGLE FAMILY DETACHED
-  PROPOSED STORMWATER MANAGEMENT AREA (CONCEPTUAL)
-  APPROXIMATE EDGE OF OPEN SPACE ENVELOPE
-  PRIMARY RESIDENTIAL STREET
-  RECREATION AREA
-  MAJOR VEHICULAR ACCESS POINT TO SITE
-  100 YEAR FLOODPLAIN BOUNDARY
-  CONTOUR LINES (2 FOOT INTERVAL)

SITE DATA

EXISTING ZONING : R-S (1.6 - 2.6)
 GROSS AREA : 63.1 ACRES
 AREA OF 100 YEAR FLOODPLAIN : 11.8 ACRES
 NET CDZ AREA : 57.2 ACRES
 DENSITY RANGE PERMITTED : 92 TO 148 DWELLING UNITS
 DENSITY RANGE PROPOSED : 92 TO 124 DWELLING UNITS
 *\$70,000 FEE IN LIEU TO BE PROVIDED TO PARKS



BASIC PLAN
A-9802-C AND A-9803-C

KENWOOD VILLAGE
MELLWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT : BHC Incorporated 101 Old Georgetown Road, 2nd Floor Rockville, MD 20852 Attn: Joe Zdrojewski		TAX MAP 75-AA-B4-63-ALB1	WSSC GRID 2035E09
DESIGN	JRD	SHEET	OF
DRAFT	JRD	1	1
DATE	APRIL 2022	FILE NO.:	
SCALE	1" = 100'	2022-1026-II	

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**THE LAND
PLANNING
& DESIGN
GROUP
INC.**

LAND PLANNING & ZONING • SITE PLANNING • LANDSCAPE ARCHITECTURE

July 20, 1992

Barry Cramp, Esq.
Prince George's County Zoning Hearing Examiner
County Administration Building
14741 Gov. Oden Bowie Drive
Upper Marlboro, MD 20772

Re: A-9802 & 9803



Office of Zoning Examiner
Prince George's City, Md

Dear Mr. Examiner:

Enclosed are 3 copies of the revised Basic Plan for the above cited zoning reclassification applications. The drawing has been modified only to the extent of re-lettering the development envelopes. This has been done to more clearly reflect the intent of Condition 11 of the Planning Board's Resolution No. 92-166. The modification has been prepared after consultation with Mrs. Helen Payne of the Park & Planning staff. No other changes have been made, and the drawing reflects what was recommended for approval by the Planning Board.

Please do not hesitate to contact me if you have any questions or require any further information or clarification.

Very truly yours,

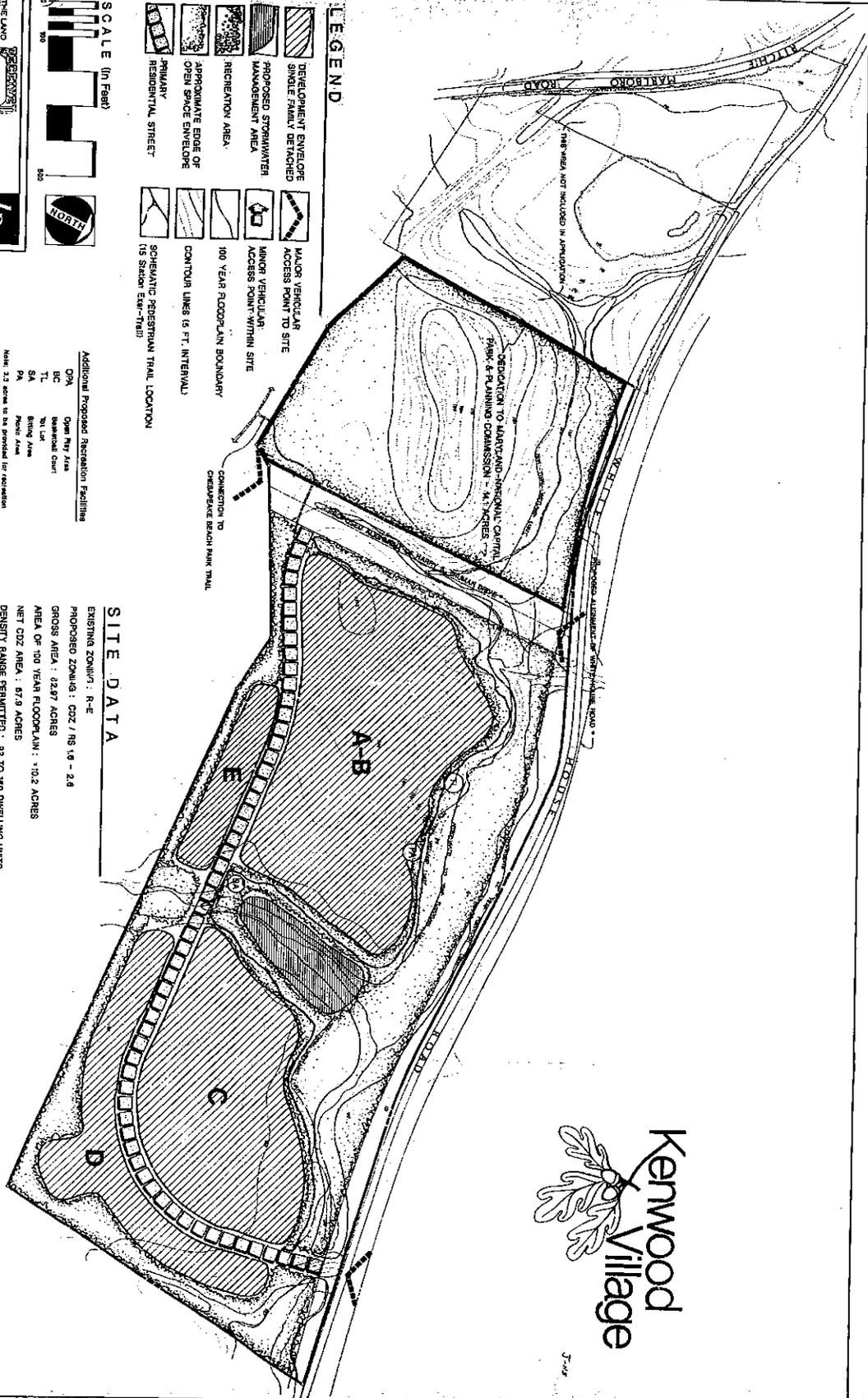
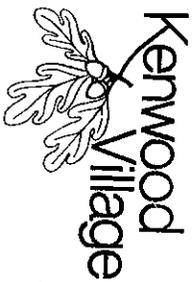
THE LAND PLANNING & DESIGN GROUP, INC.

A handwritten signature in cursive script that reads "Alfred S. Blumberg II".

Alfred S. Blumberg II
Director of Planning

cc: Helen Payne (with enclosure)
Gerard McDonough, Esq. (with enclosure)
Terry Peay (with enclosure)

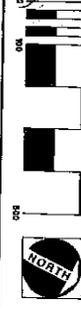
A-9802 Z-15 EXH. # J-126



LEGEND

- DEVELOPMENT ENVELOPE SINGLE FAMILY DETACHED
- PROPOSED SWYMWATER MANAGEMENT AREA
- RECREATION AREA
- APPROXIMATE EDGE OF OPEN SPACE ENVELOPE
- PRIMARY RESIDENTIAL STREET
- MAJOR VERTICAL ACCESS POINT TO SITE
- MINOR VERTICAL ACCESS POINT WITHIN SITE
- 100 YEAR FLOODPLAIN BOUNDARY
- CONTOUR LINES (5 FT. INTERVAL)
- SCHEMATIC RECREATION TRAIL LOCATION (50' STRIP EAST-WEST)
- CONNECTION TO CRENSHAW BEACH PARK TRAIL

SCALE (in Feet)



PERMITS

PLANNING

DESIGN

CONSTRUCTION

OPERATION

MAINTENANCE

IPPC

SITE DATA

EXISTING ZONING: R-E
 PROPOSED ZONING: COZ / RS 10 - 2.6
 GROSS AREA: 32.87 ACRES
 AREA OF 100 YEAR FLOODPLAIN: 10.2 ACRES
 NET COZ AREA: 27.9 ACRES
 DENSITY RANGE PERMITTED: 22 TO 150 DWELLING UNITS
 MPRU: 10% OF BASE DENSITY (2 UNITS) WILL BE PROVIDED AS MODERATELY PRICED DWELLING UNITS

Additional Proposed Recreation Facilities

OPN: Open Rip Area
 BC: Basketball Court
 TL: Tot Lot
 SA: Swing Area
 PA: Picnic Area

Note: 2.3 acres to be provided for recreation including east-west & recreation trail

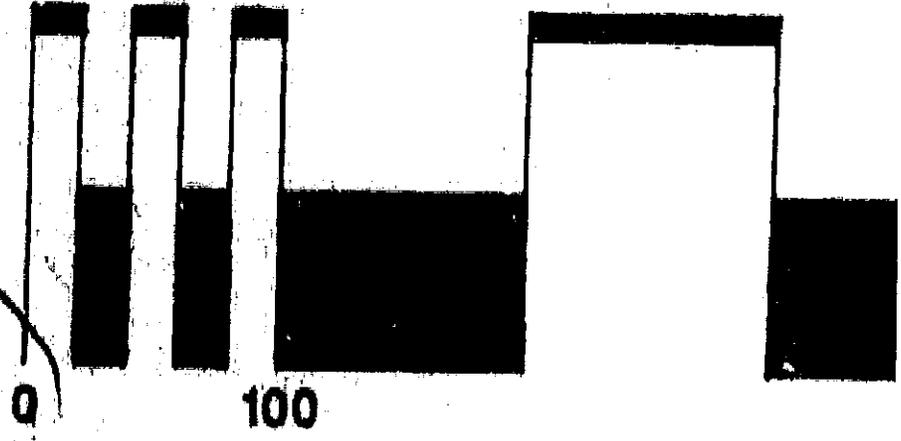
* SOURCE: M-102/26C TRANSPORTATION PLANNING DIVISION

Scale: 1"=400' (Horizontal) 1"=80' (Vertical)

BASIC PLAN



SCALE (In Feet)



**THE LAND
PLANNING
& DESIGN
GROUP
INC.**

RECEIVED
JUL 23 1992

Office of Zoning Examiner
Prince George's Cty., Md

LAND PLANNING & ZONING • SITE PLANNING • LA

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THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of Zoning Hearing Examiner
(301) 952-3644

August 6, 1992

ALL PERSONS OF RECORD
A-9802/03
White House Road Ltd. Pshp.

These cases were recessed from hearing in order for the Resolution of the Planning Board to be submitted and for Mr. Renninger to submit some information relative to Greenwood Manor. I have received the Planning Board's Resolution and a revised Basic Plan, which are available in my office for inspection. This case will be taken under advisement on August 14, 1992.

Very truly yours,


Barry S. Cramp
Chief Zoning Hearing Examiner

BSC/1k

County Administration Building — Upper Marlboro, Maryland 20772

A- 9802 ~~03~~ EXH. # J-127



September 20, 2022

Maurene Epps-McNeil
Zoning Hearing Examiner
County Administration Building
Upper Marlboro, MD 20772

**RE: A-9802-C-01 and A-9803-C-01
Kenwood Village**

Dear Ms. Epps-McNeil:

On September 15, 2022, after review of the technical staff report, the Prince George's County Planning Board approved the transmittal of the recommendation. Therefore, the application is hereby transmitted directly to the District Council/Zoning Hearing Examiner, and the technical staff's recommendation constitutes the Planning Board's recommendation.

Very truly yours,

James R. Hunt, Chief
Development Review

Enclosure

cc: Persons of Record



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>

Basic Plan Amendment Kenwood Village

A-9802-C-01 and A-9803-C-01

REQUEST	STAFF RECOMMENDATION
Amendment to an approved basic plan, pursuant to Section 27-197(c), to amend Conditions 4, 7, 8, and 13 to allow for construction of 124 single-family detached homes.	With the conditions recommended herein: <ul style="list-style-type: none"> •Approval of Basic Plan Amendment A-9802-C-01 •Approval of Basic Plan Amendment A-9803-C-01

Location: On the south side of White House Road, at its intersection with Harry S Truman Drive.	
Gross Acreage:	63.10
Zone:	LCD
Prior Zone:	R-S
Dwelling Units:	0
Gross Floor Area:	0
Planning Area:	78
Council District:	06
Municipality:	N/A
Applicant/Address: BHC, INC. C/O Mid-Atlantic Builders 11611 Old Georgetown Road Rockville, MD 20852	
Staff Reviewer: Dominique Lockhart Phone Number: 301-952-3411 Email: Dominique.Lockhart@ppd.mncppc.org	



Planning Board Date:	09/15/2022
Planning Board Action Limit:	09/19/2022
Staff Report Date:	08/30/2022
Date Accepted:	07/22/2022
Informational Mailing:	N/A
Acceptance Mailing:	N/A
Sign Posting Deadline:	N/A

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/. Please call 301-952-3530 for additional information.

August 30, 2022

REFERRAL MEMORANDUM

TO: The Prince George’s County Planning Board
The Prince George’s County District Council

FROM: Dominique Lockhart, Planner III, Zoning Review Section *DAL*
Development Review Division

VIA: Jeremy Hurlbutt, Supervisor, Zoning Review Section *JDH*
Development Review Division

SUBJECT: **Referral for Basic Plan Amendments A-9802-C-01 and A-9803-C-01**
Kenwood Village

REQUEST

This application, for an amendment to approved Basic Plans A-9802-C and A-9803-C, was accepted by the Prince George’s County Planning Department on July 22, 2022 and is being reviewed in accordance with the prior Prince George’s County Zoning Ordinance, pursuant to Section 27-1900 of the Zoning Ordinance. This application is filed pursuant to Section 27-197(c) of the prior Zoning Ordinance.

The subject property is approximately 63.10 acres and consists of 72 lots and 4 parcels. The property is recorded in the Prince George’s County Land Records in Plat Book SJH 242, Plats 50 through 56, and is located on the south side of White House Road, approximately 1,300 feet east of Ritchie Marlboro Road. The frontage and access of the subject property is from White House Road. The site is undeveloped, wooded, and contains numerous environmental features.

This request is to amend Basic Plans A-9802-C and A-9803-C. A-9802-C was approved by the Prince George’s County District Council on January 27, 1993, via Zoning Ordinance No. 50-1992. A-9803-C was approved by the District Council on January 29, 1993, via Zoning Ordinance No. 51-1992. In the original applications, A-9802-C requested to rezone 47.3 acres of the subject property from the Residential-Estate (R-E) Zone to the Residential Medium Development (R-M) Zone, while A-9803-C requested to rezone the remaining 15.7 acres to the Local Activity Center (L-A-C) Zone. The District Council remanded both applications to the Prince George’s County Planning Board for reconsideration. The applications were amended to request rezoning of the entire subject property to the Residential Suburban Development (R-S) Zone, which was subsequently approved by the

District Council in 1993. Both applications were subject to the same 14 conditions and 4 considerations.

This proposed amendment is for the purpose of revising Conditions 7, 8, and 13. In addition, the application requests the deletion of Condition 4. The request does not involve a change in the land area, or an increase in the land use density or intensity of the original approval. The amendment requested will allow for the construction of up to 124 single-family detached dwelling units, which is the maximum density allowed per the original basic plan approvals.

Currently, Conditions 4, 7, 8, and 13 state the following:

- 4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.**
- 7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D, and 10,000 square feet in Development Envelope E.**
- 8. The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a 6-foot-high black vinyl clad chain link fence, extending to the east side of Harry S Truman Drive.**
- 13. The minimum 50-foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes, and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to specific design plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.**

The original conditions will be renumbered with the deletion of Condition 4. The revised conditions are proposed, as follows:

4. (Applicant is requesting this condition be deleted).
6. The minimum lot size shall be 4,200 square feet in all development envelopes.
7. A 50-foot buffer shall be provided along the eastern property boundary and shall include a 6-foot-high black vinyl clad chain link fence (or approved alternative), extending to the south side of White House Road. The only disturbance to this buffer shall be for the construction of stormwater management facilities located within 550 feet from the right-of-way of White House Road. A 25-foot landscaped buffer shall be provided along the southern property boundary and provide the number of plant units required for a "B" buffer yard, as required by the 2010 *Prince George's County Landscape Manual*, and shall include a 6-foot-high black vinyl clad chain link fence (or approved alternative), extending to the east side of Harry S Truman Drive.
12. A 75-foot non-disturbance buffer shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes, and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Environmental Planning Section prior to specific design plan, Phase III.

Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.

On behalf of the applicant, and in support of this application, Thomas Haller, Esq. filed a statement of justification (SOJ) on August 8, 2022, which has been incorporated into this technical staff report by reference.

Land Use

Through the original basic plan amendments, the subject property was rezoned from R-E to R-S. The approved land use types included single-family detached dwellings, open space, public and private recreational facilities, and permitted accessory uses. The use proposed for the 63.10-acre site includes only single-family detached dwellings. Staff's evaluation of the proposed amendments, and conformance with the criteria contained in Section 27-197(c) of the Zoning Ordinance, is outlined below.

Required Findings

The following analysis is based on the referrals received and the SOJ submitted by the applicant, which are adopted herein by reference, to address the required findings for approval. To approve the requested amendment, Section 27-197(c)(7) of the Zoning Ordinance states that the District Council shall find that the requirements of Section 27-195(b) of the Zoning Ordinance have been met. Those findings are outlined below:

Master Plan Analysis (Section 27-195(b)(1)(A))

The proposed amendment is in conformance with Section 27-195(b)(1)(A)(i) and (ii) of the Zoning Ordinance, as it is consistent with the *2013 Approved Subregion 6 Master Plan and Sectional Map Amendment* (master plan), which recommends Residential Low land use (up to 3.5 dwelling units per acre), with primarily single-family detached dwellings. Based on the concept plan submitted by the applicant, majority of the property is designated for residential land use, where only single-family detached dwellings are proposed. Per the original approved basic plan, the maximum density allowed was 2.18 dwelling units per acre, which conforms to the Residential Low land use classification. This development is also subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The right-of-way is accurately shown on the plan and consistent with the master-planned ultimate width of the roadway. Staff finds that no additional master plan right-of-way recommendations are required with this application since dedication has occurred with the prior development cases.

The proposed revisions of Conditions 7, 8, and 13, along with the deletion of Condition 4, will allow the applicant to construct up to 124 dwelling units which is within the maximum density permitted. In 2013, Specific Design Plan SDP-0805 was approved for 72 lots, consistent with the approved Preliminary Plan of Subdivision (PPS) 4-06159. Due to the proposed increase in dwelling units, the applicant will be required to submit new applications for the comprehensive design plan (CDP), PPS, and SDP to demonstrate conformance with all adequate public facilities requirements.

The proposed reduction of lot sizes from 6,000 square feet to 4,200 square feet will allow the maximum density of 2.18 dwelling units per acre to be reached. The smaller lot sizes will permit a more diverse single-family detached housing product design. This housing option will include lower maintenance costs usually seen with townhouses due to the smaller lot size. In addition, comprehensive design zones encourage optional and imaginative utilization of land, and improve the overall quality and variety of residential

environments in the Regional District (see Sections 27-476(a)(3) and 27-511(a)(6) of the prior Zoning Ordinance).

The 2014 *Plan Prince George's 2035 Approved General Plan* classifies the subject property in the Established Communities plan area. The vision for Established Communities is to create the most appropriate and context sensitive infill for low- to medium-density development. The proposed basic plan conforms to this vision by protecting environmentally sensitive areas while staying below the maximum density recommended, per the master plan Residential Low land use classification (up to 3.5 dwelling units per acre). As such, staff finds that the proposed basic plan conforms to the recommendations, principles, and guidelines described in the applicable master plans cited previously.

Economic Analysis (Section 27-195(b)(1)(B))

This analysis is not required because the applicant is not proposing retail or commercial uses.

Transportation Facilities (Section 27-195(b)(1)(C))

The Transportation Planning Section referral dated August 17, 2022 (Patrick to Lockhart), provided the following analysis to meet the legal threshold cited in Section 27-195(b)(1)(C) of the Zoning Ordinance:

The proposed development is subject to the MPOT. The right-of-way is accurately shown on the plan and consistent with the master-planned ultimate width of the roadway. Transportation staff finds that no additional master plan right-of-way recommendations are required with this application since dedication has occurred with the prior development cases.

The MPOT also provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling. To fulfill the intent of the MPOT, sufficient pedestrian and bicycle facilities shall be provided to serve the subject site. As a condition of approval, Transportation staff recommends that the site is served by a continuous network of pedestrian and bicycle facilities consistent with MPOT policy recommendations. The location and design of said facilities will be reviewed in subsequent development applications.

Prior transportation related conditions from the original basic plan amendments, A-9802-C and A-9803-C, stated the following:

2. **The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 120-foot right-of-way for Ritchie Marlboro Road relocated (A-39) (Harry S Truman Drive).**
3. **The applicant/developer, his heirs, successors, and/or assigns, shall dedicate a 60-foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer, his heirs, successors, and/or assigns, shall construct or bond a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits.**

This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38).

- 4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.**

Per Condition 2, the Harry S Truman Drive right-of-way was dedicated under Plat Book SJH 242 Plat 51. In addition, the required right-of-way for the widening of White House Road was also dedicated along the site's frontage, as outlined in Condition 3. This condition further requires that a half section of White House Road along the subject site's frontage be constructed or bonded and designed to accommodate a left turn lane along the eastbound approach at the White House Road and Harry S Truman Drive intersection.

The applicant has requested that Condition 4 be deleted from this application. Condition 4 required a master plan trail to be identified and provided as part of subsequent approvals. As further development proposals were reviewed by staff, no internal trails were identified. Per the SOJ, the applicant does not anticipate introducing a separate internal trail network in addition to the public sidewalks that will be provided. Any other trails would need to be located within the environmentally sensitive wooded areas. Transportation staff supports deleting Condition 4 due to no internal trails being identified or proposed for the development.

The original basic plan request proposed to develop the property with 92 to 150 dwelling units in a combination of attached and detached dwellings. The District Council subsequently approved a density range of 1.6–2.18 dwelling units per acre with only single-family detached homes permitted. The subject application proposes to modify certain conditions to allow 124 dwelling units to be constructed, which is the maximum allowed per the approved basic plans. SDP-0805 was approved in 2013, for 72 lots, consistent with the PPS and record plats that were recorded. Pursuant to the recordation of the record plat, several of the conditions of the basic plan were implemented. However, new development applications will be required with the approval of the subject applications that will replace and supersede the previous approvals.

A traffic impact study was provided in conjunction with the original basic plan approval and considered the adequacy of off-site transportation facilities and site access points to meet compliance with Section 27-195(b)(C) of the Zoning Ordinance. Transportation staff believes the subject application is consistent with the findings considered in the previous traffic impact study. However, during the evaluation of the approved basic plans, two points of access were evaluated, and staff believes two access points are still needed to support the vehicular demand generated by the site. The feasibility of the site access points can be further evaluated with future development applications. Given the comparable level of density, Transportation staff recommends as a condition of approval that a second access point is provided, as part of the basic plan amendment, consistent with the previously approved basic plan. The condition requires the applicant to provide an operational and queuing analysis with subsequent applications to demonstrate the feasibility of reducing the number of access points to the site.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that existing transportation facilities, along with some additional improvements to be provided by the applicant, will be adequate to carry the anticipated traffic generated by the proposed development.

In making this finding, the Transportation Planning Section staff recommends conditions which have been incorporated in the Recommendation section of this technical staff report.

Other Public Facilities (Section 27-195(b)(1)(D))

Subtitle 24 of the prior Prince George's County Code provides the only methodology for testing adequate public facilities to ensure that the development will be adequately served. The Countywide Planning Section referral dated August 3, 2022 (Perry to Lockhart), provided analysis of adequate public facilities including water, sewer, police, fire and rescue, schools, and libraries. Per Subtitle 24 of the County Code, a thorough testing of adequate public facilities will occur at the time of PPS, and again at the time of SDP review.

Residential

Water and Sewer Findings

The proposed development is within the Water and Sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer.

Capital Improvement Program (CIP)

The subject project is located in Planning Area 78, Westphalia and Vicinity. The *Prince George's County FY 2022-2027 Approved CIP* identifies the following projects near the subject site in Planning Area 78:

- a. Fire Station: Fire Department Headquarters, Forestville Fire/EMS Station (Westphalia)
- b. Police Station: Police Training/Administrative Headquarters

Police Facilities

This project is served by Police District II, Bowie located at 601 SW Crain Highway in Upper Marlboro. The response time standard established by Section 24-122.01(e) of the prior Prince George's County Subdivision Regulations is 10-minutes for emergency calls and 25-minutes for non-emergency calls. The test is applied on the date the application is accepted or within the following three monthly cycles, pursuant to Section 24-122.01(e)(2) of the prior Subdivision Regulations. The times are based on a rolling average for the preceding 12 months. This application was accepted by the Planning Department on July 22, 2022. Based on the most recent information provided by the Police Department, as of July 2, 2022, the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls were met. The test for police adequacy will be further evaluated at the time of PPS, and again at the time of SDP review.

Fire and Rescue

This project is served by the Ritchie Volunteer Fire/EMS Co. 837 located at 1415 Ritchie Marlboro Road in Capitol Heights as the first due station. Per Section 24-122.01(e)(1)(E) of the prior Subdivision Regulations, the test for adequacy is a maximum of seven minutes travel time for Fire/EMS response times for residential development. The test for Fire/EMS adequacy will be further evaluated at the time of PPS, and again at the time of SDP review.

School Facilities

This project is in School Cluster 4. Largo High School, Kettering Middle School, and Arrowhead Elementary School serve this area. Per Section 24-122.02 of the prior Subdivision Regulations, and Prince George's County Council Resolutions CR-23-2001 and CR-38-2002, Adequate Public Schools Facility Regulations for Schools, impacts to school facilities will be further evaluated at the time of PPS and again at the time of SDP review.

Library Facilities

This area is served by the Largo-Kettering Branch Library located at 9601 Capital Lane in Largo. The proposed amendment will not impact the need for additional library facilities.

Recreation Facilities

The Prince George's County Department of Parks and Recreation (DPR) referral dated August 18, 2022, (Thompson to Lockhart), provided analysis as it pertains to public parks and recreational facilities.

The development of a 25-acre neighborhood park, southeast of the intersection of Ritchie Marlboro Road and White House Road is noted in the master plan. The master plan recommends trailhead facilities at this location for the Chesapeake Beach Railroad Trail, which is intended to be a major hiker/biker link to the public park system in the area when it is completed. Zoning Ordinances 50-1992 and 51-1992 Exhibit J-113, show that the western portion of the site (19.1 acres) was to be dedicated to the Maryland-National Capital Park and Planning Commission for that purpose. The 19.1 acres of parkland dedication on the western portion of the site was completed with approval of Final Plat of Subdivision 5-15027. Given the increase in density by 52 dwelling units, DPR staff recommends the provision of on-site recreation within the development to be reviewed at the time of PPS.

Environmental Relationship (Section 27-195(b)(1)(E))

As set forth in the applicant's SOJ and the Environmental Planning Section referral dated August 15, 2022 (Rea to Lockhart), the amendment application meets all applicable environmental requirements at this stage. Because the subject project will be required to file an amended CDP and a new PPS application to reflect changes proposed under the basic plan amendment, the project will be subject to the environmental regulations contained in Subtitle 25, and prior Subtitles 24 and 27 of the County Code.

This application requests to amend the approved basic plan by amending Conditions 7, 8, and 13, and deleting Condition 4. The proposed change in language with this amendment is supported by the Environmental Planning Section. Appropriate conditions and considerations exist in the original basic plan approval to ensure additional environmental analysis is done at later stages of development, as discussed further in the referral.

The revisions for Conditions 8 and 13 include reductions to the buffers. As proposed, the only encroachment into the previously undisturbed 50-foot buffer along the eastern property boundary would be for the construction of a stormwater management (SWM) facility. The abutting property to the east of the site (11001 White House Road) provides existing natural vegetation as additional screening. There will also be a fence constructed along the eastern property boundary. The undisturbed buffer along the southern property boundary will be replaced with a 25-foot landscaped buffer to be approved by the Urban Design Section in subsequent development applications. An existing gas line easement adjacent to the southern property boundary creates a natural buffer that will remain undisturbed. There will also be a fence constructed along the southern property boundary.

A natural resources inventory (NRI) is not required as part of a zoning amendment application, however, an approved NRI covering the land area will be required for future development applications. Future development applications will also require revisions to previously approved tree conservation plans, a geotechnical report, and a SWM concept letter and plan approved by the Prince George's County Department of Permitting, Inspections and Enforcement. SWM will be required to meet environmental site design to the maximum extent practicable for water quantity and quality control measures.

Section 27-195(b)(2) Construction Schedule

The applicant did not propose a construction schedule of more than six years. Therefore, this regulation was not evaluated by staff.

Section 27-195(b)(3) L-A-C Commercial Development

The subject property is not in the L-A-C Zone. Therefore, this regulation does not apply.

Section 27-195(b)(4) V-M and V-L Development

The subject property is not zoned Village-Medium or Village-Low. Therefore, this regulation does not apply.

Staff finds that the proposed amendment of A-9802-C and A-9803-C meets the requirements of Section 27-195(b).

Referrals

The following referral memorandums were received, which discuss the proposed basic plan amendment, support the required findings above, are included as backup to this memorandum, and incorporated by reference herein:

- a. Subdivision Section, dated August 1, 2022 (Gupta to Lockhart)
- b. Special Projects Section, dated August 3, 2022 (Perry to Lockhart)
- c. Historic Preservation Section, dated August 9, 2022 (Stabler, Smith, and Chisholm to Lockhart)
- d. Community Planning Section, dated August 12, 2022 (Punase to Lockhart)
- e. Environmental Planning Section, dated August 15, 2022 (Rea to Lockhart)

- f. Transportation Planning Section, dated August 17, 2022 (Patrick to Lockhart)
- g. Park Planning and Development Division, dated August 18, 2022 (Quattrocchi and Thompson to Lockhart)

RECOMMENDATION

The Prince George's County District Council approval of Basic Plans A-9802-C (Zoning Ordinance No. 50-1992) and A-9803-C (Zoning Ordinance No. 51-1992) was adopted with 14 conditions and 4 considerations. Note that Conditions 8, 12, and 13 have been modified to require review and/or approval by Environmental Planning Section instead of the former Natural Resources Division. Staff recommends **APPROVAL** of this amendment request subject to the original conditions and considerations, with deletion of Condition 4 and amendment of new Conditions 6, 7, and 12, which were previously 7, 8, and 13, and additional Conditions 14, 15, and 16 as follows:

1. No direct access to any residential lots shall be permitted from White House Road or Harry S Truman Drive.
2. The applicant/developer and the applicant's heirs, successors, and/or assignees shall dedicate a 120-foot right-of-way for Ritchie Marlboro Road relocated (A-39) (Harry S Truman Drive).
3. The applicant/developer and the applicant's heirs, successors, and/or assignees shall dedicate a 60-foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer and the applicant's his heirs, successors, and/or assignees shall construct or bond to construct a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits. This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38).
4. At no time prior to Phase II approval or construction of the proposed development shall the Chesapeake Beach trail corridor be damaged, filled with debris or become a storage area for supplies or equipment.
5. There shall be no grading or cutting of trees on the site prior to Phase II approval, except with the written permission of the Prince George's County Planning Board.
6. The minimum lot size shall be 4,200 square feet in all development envelopes.
7. A 50-foot buffer shall be provided along the eastern property boundary and shall include a 6-foot-high black vinyl clad chain link fence (or approved alternative), extending to the south side of White House Road. The only disturbance to this buffer shall be for the construction of stormwater management facilities located within 550 feet from the right-of-way of White House Road. A 25-foot landscaped buffer shall be provided along the southern property boundary and provide the number of plant units required for a "B" buffer yard, as required by the 2010 *Prince George's County Landscape Manual*, and shall include a 6-foot-high black vinyl clad chain link fence (or approved alternative), extending to the east side of Harry S Truman Drive.

8. A Type I tree conservation plan, in accordance with the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, is required for review by the Environmental Planning Section to be approved by the Planning Board prior to comprehensive design plan approval. Woodland conservation of 25 percent of the net tract is recommended.
9. Phase II shall show consistency with the Patuxent River Policy Plan in buffering of streams.
10. Approval of existing conditions, 100-year floodplain, and stormwater management (SWM) concept plan by the Prince George's County Department of the Environment (DoE), prior to the approval of a preliminary plan of subdivision, unless determined by DoE prior to submittal of the preliminary plan that this study will not be required until time of specific design plan. At a minimum, the following shall be included: 50-foot buffers between the floodplain and lot lines; SWM ponds shall provide 2-10-100-year attenuation; water quality shall be achieved by infiltration or ponds; water quality ponds shall be located outside of wetland areas; and all impervious areas shall drain directly to a water quality facility.
11. The applicant shall submit a 100-year floodplain study and a stormwater management (SWM) concept plan to the Prince George's County Department of Environmental Resources for approval prior to approval of the preliminary plan of subdivision. The SWM concept plan shall also address road improvements to White House Road and construction of Harry S Truman Drive.
12. A 75-foot non-disturbance buffer shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Environmental Planning Section prior to specific design plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.
13. The applicant shall submit a detailed soils study to demonstrate the site is geographically suitable for the proposed development, for approval by the Prince George's Soil Conservation District and the Environmental Planning Section, prior to the specific design plan approval.
14. At the time of review of the preliminary plan of subdivision, the applicant shall allocate developable areas to provide adequate on-site recreational facilities.
15. The basic plan amendment shall be modified to include two vehicular access connections to the site.
16. The applicant shall demonstrate the feasibility of reducing the number of access connections to the site through an operational and queuing analysis which shall be evaluated with future development applications.
17. The applicant shall provide an interconnected network of pedestrian and bikeway facilities, internal to the site. The exact location and design of said facilities shall be evaluated with future applications.

Considerations:

1. The character and visual image of White House Road shall be protected and maintained through preservation of the undisturbed buffer along both sides of the adjacent stream. The buffer design shall be approved by the Urban Design Section prior to specific design plan approval.
2. The site shall be developed to maintain compatibility with the surrounding neighborhood with emphasis on the boundaries of the subject site. This shall be accomplished through design techniques such as berms, additional screen plantings and through compatible lot sizes prior to specific design plan approval.
3. The depths of all lots adjacent to Harry S Truman Drive and White House Road shall be adequate to provide visual and sound screening as part of specific design plan approval.
4. The dwellings in all development envelopes shall front on the primary street to the greatest extent possible, with the rears of dwellings oriented toward the interior of the envelopes. The 2010 *Prince George's County Landscape Manual* (Landscape Manual) buffering requirements shall apply to any dwellings whose rears face Harry S Truman Drive. Preservation of existing trees shall be the preferred buffering technique to be supplemented, as required by the Landscape Manual.

STAFF RECOMMENDS:

- Approval of Basic Plan Amendment A-9802-C-01
- Approval of Basic Plan Amendment A-9803-C-01

KENWOOD VILLAGE

Basic Plan Amendment

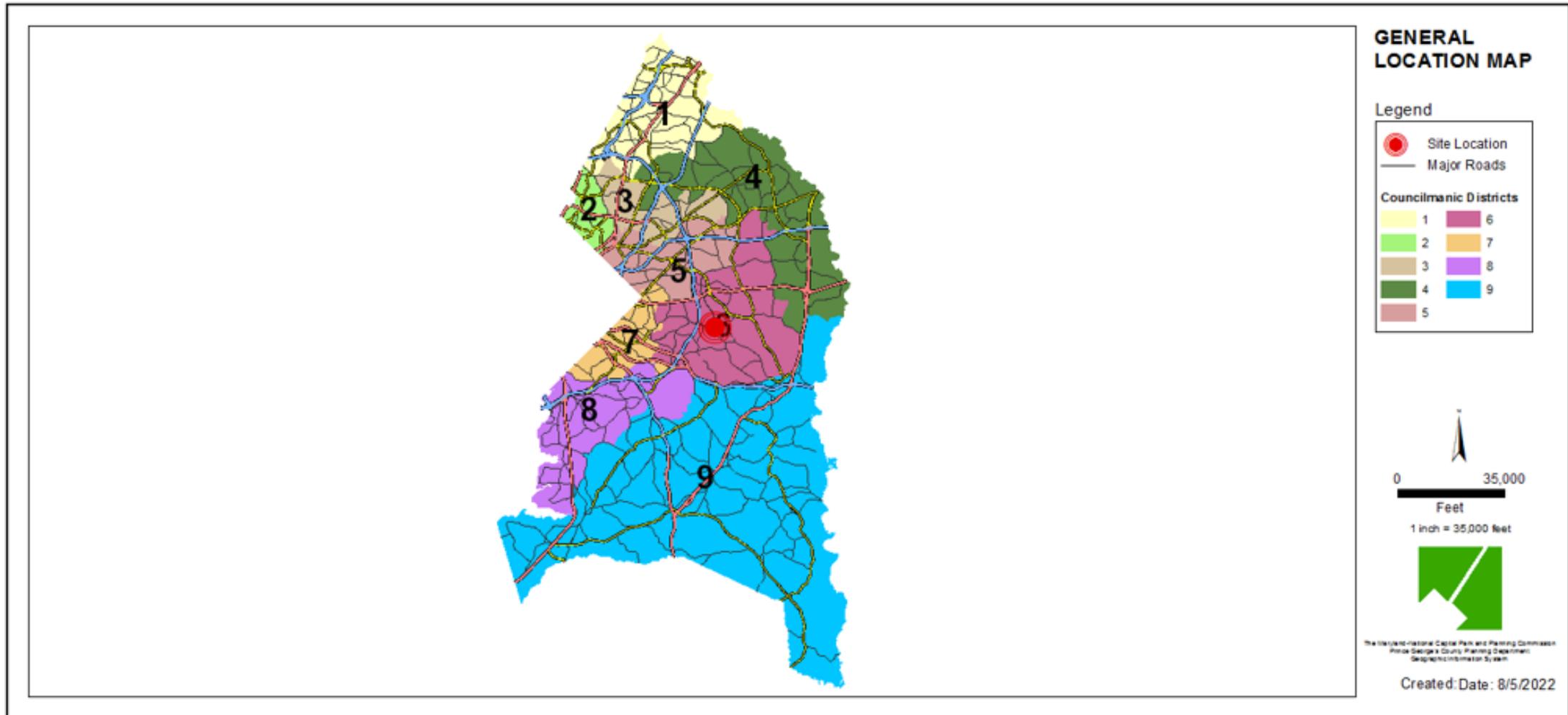
Staff Recommendation: APPROVAL with conditions



GENERAL LOCATION MAP

Council District: 06

Planning Area: 78

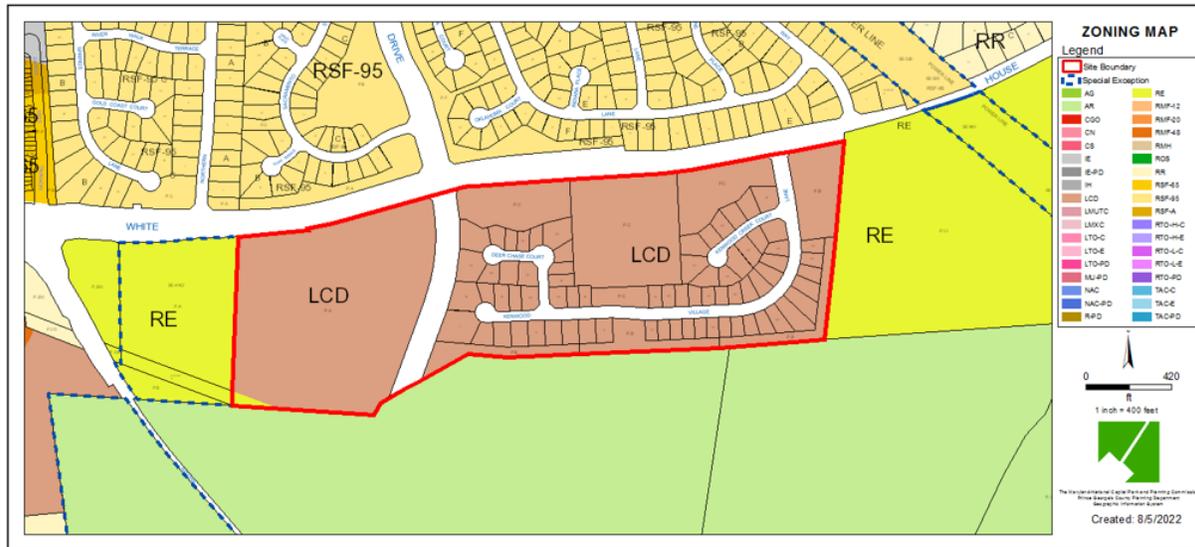


SITE VICINITY MAP

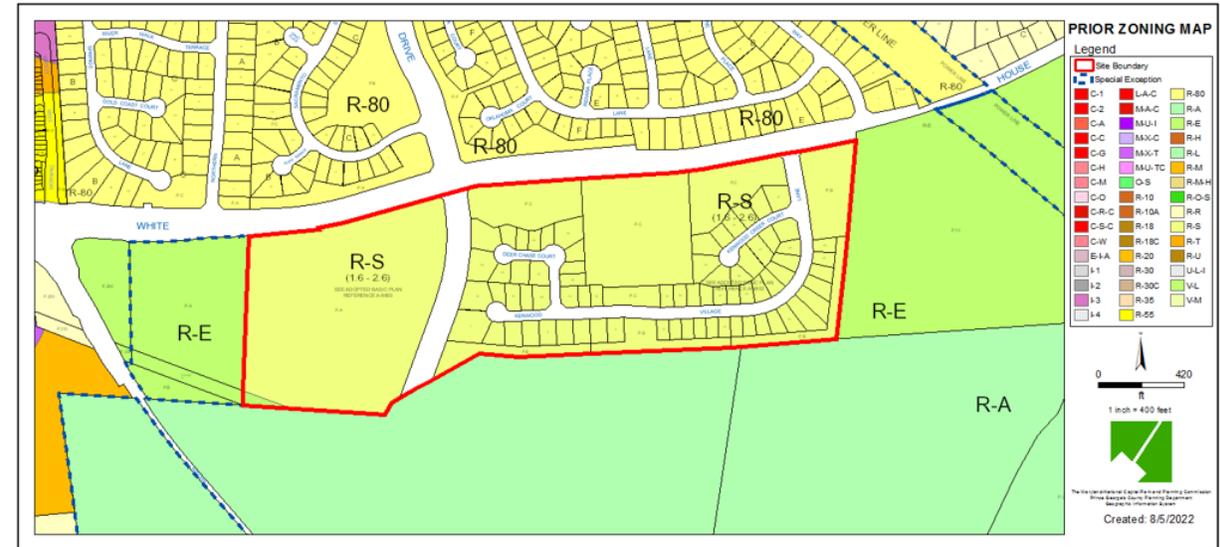


ZONING MAP (CURRENT & PRIOR)

CURRENT ZONING MAP - LCD

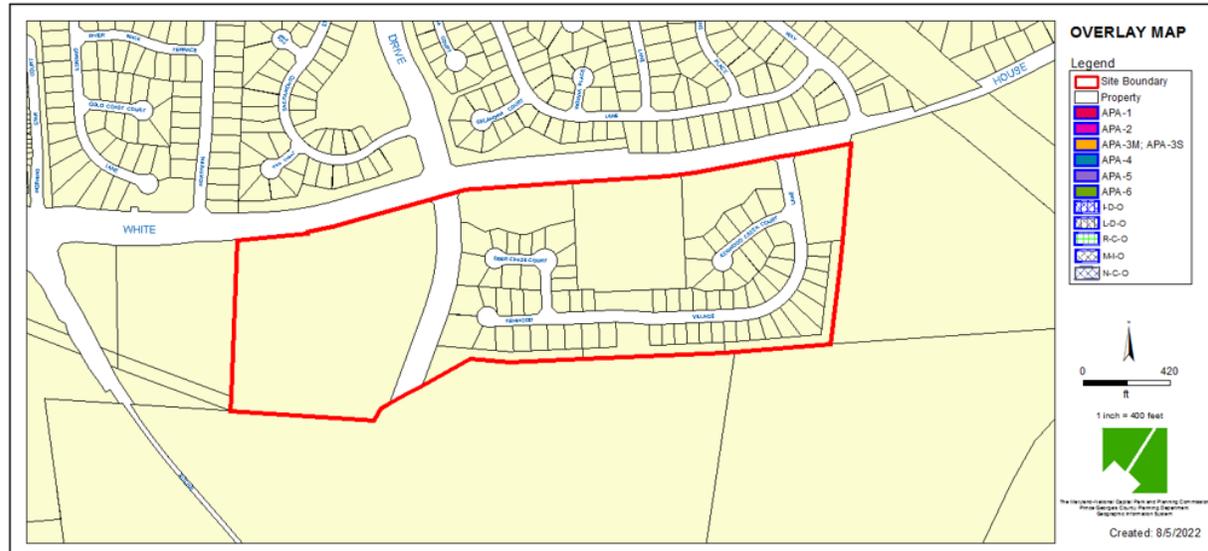


PRIOR ZONING MAP - R-S

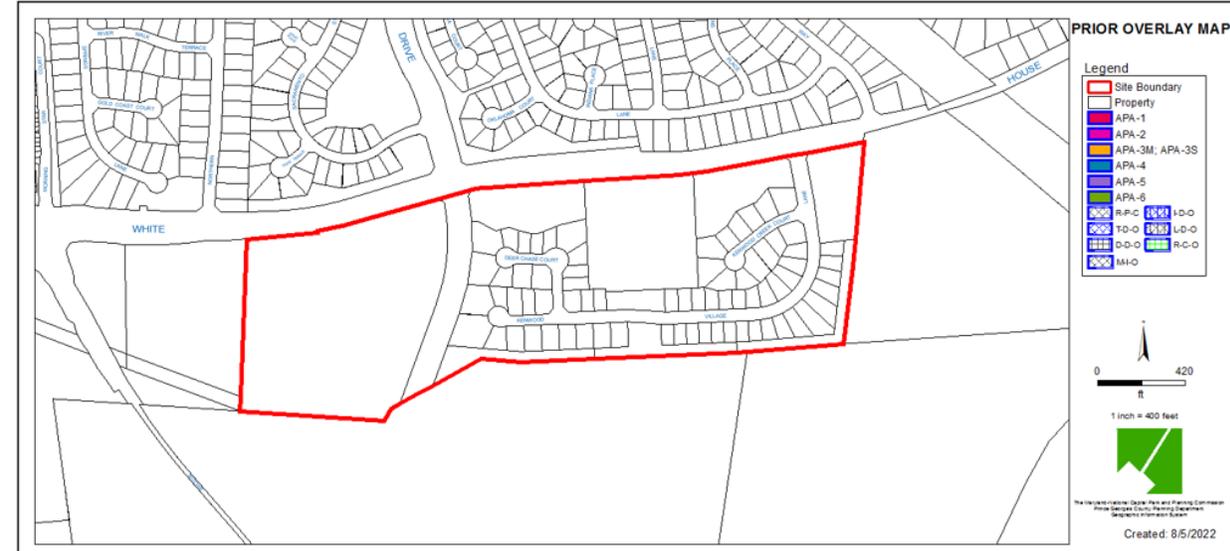


OVERLAY MAP (CURRENT & PRIOR)

CURRENT OVERLAY MAP



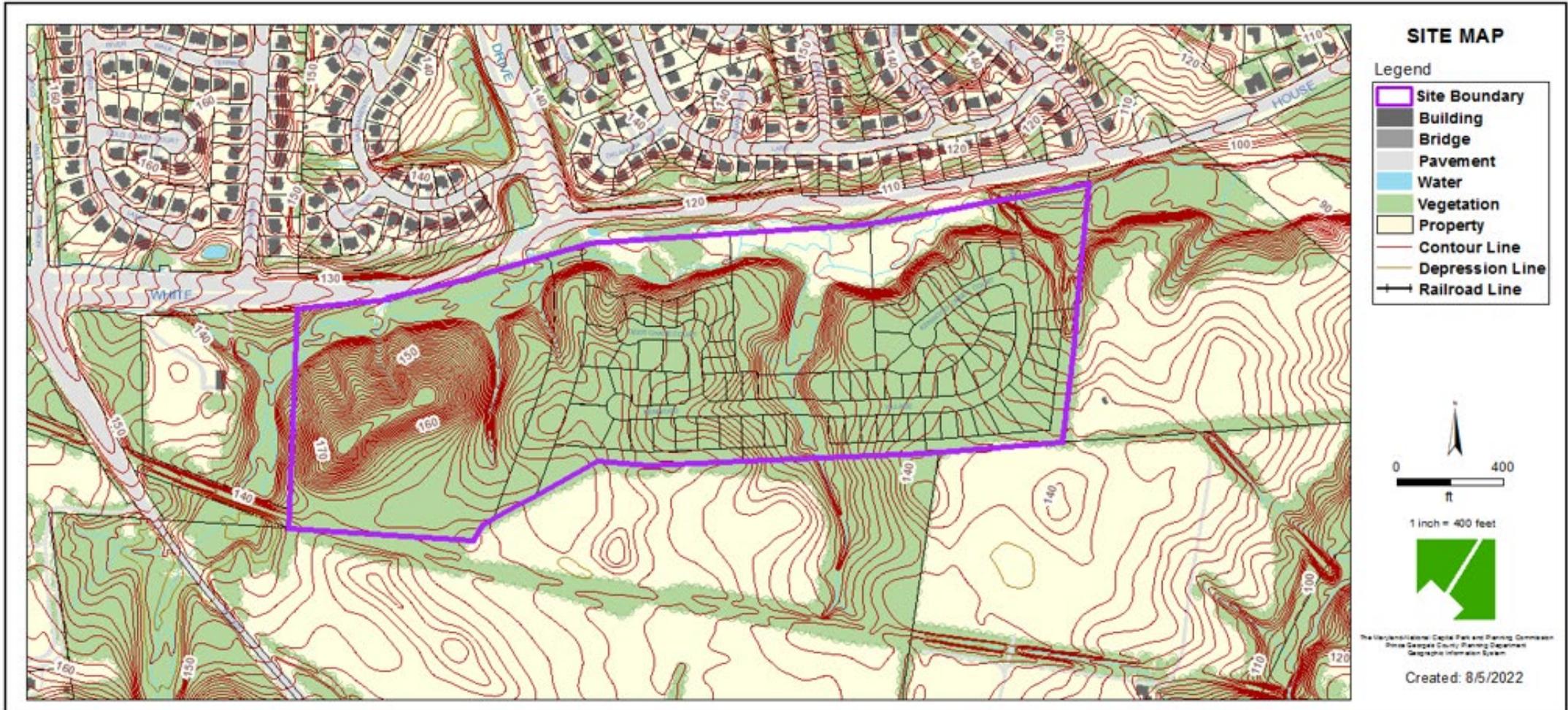
PRIOR OVERLAY MAP



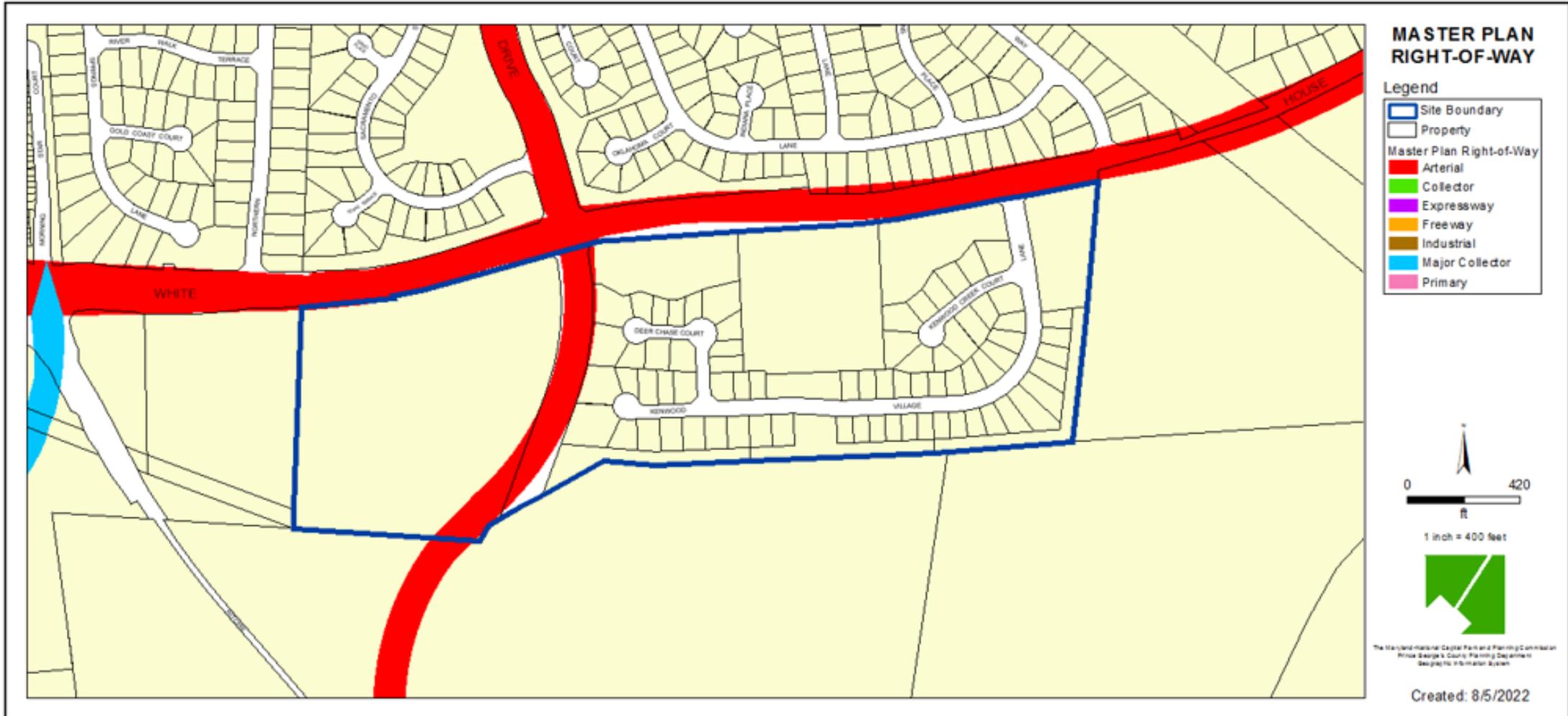
AERIAL MAP



SITE MAP



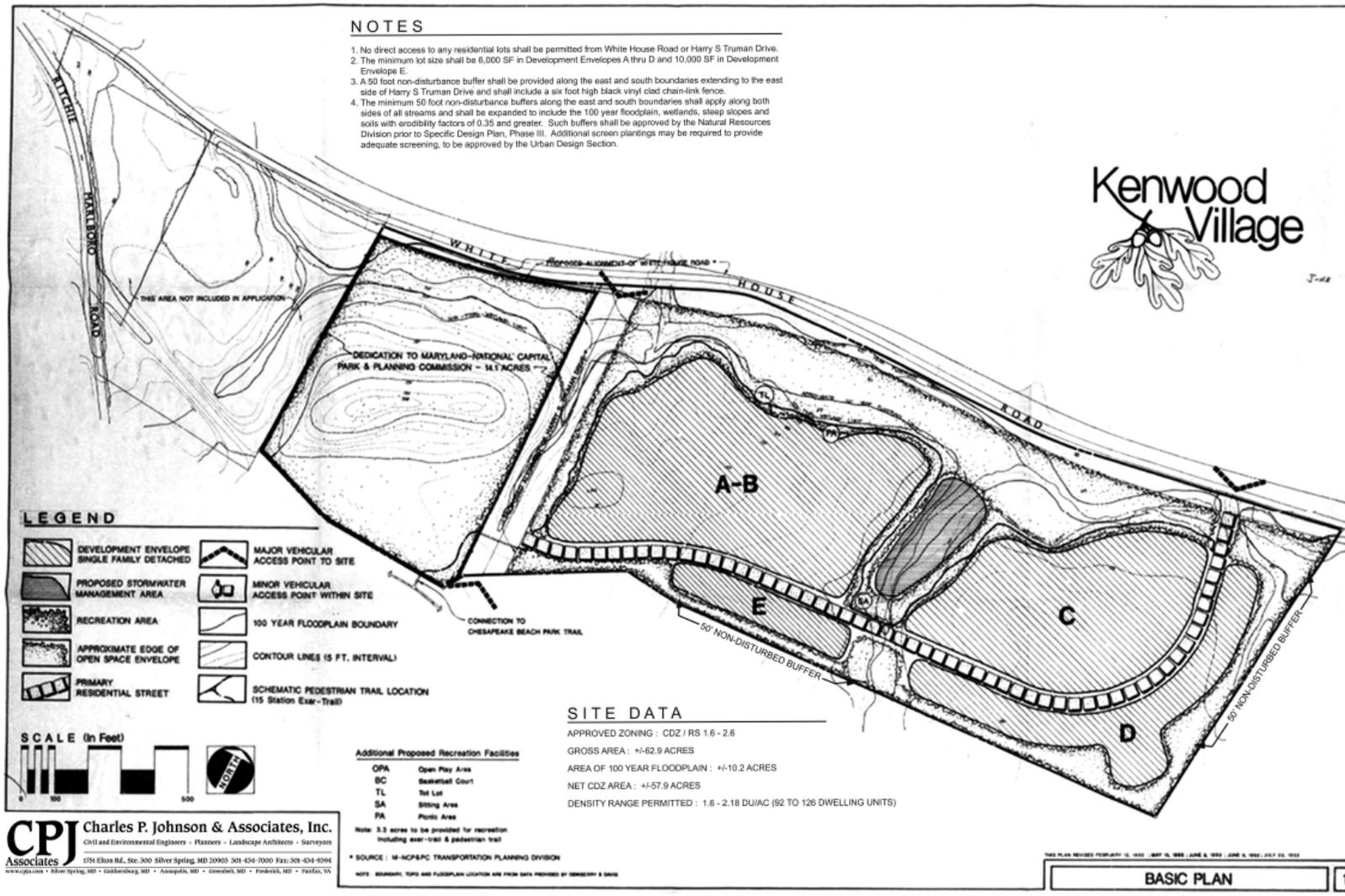
MASTER PLAN RIGHT-OF-WAY MAP



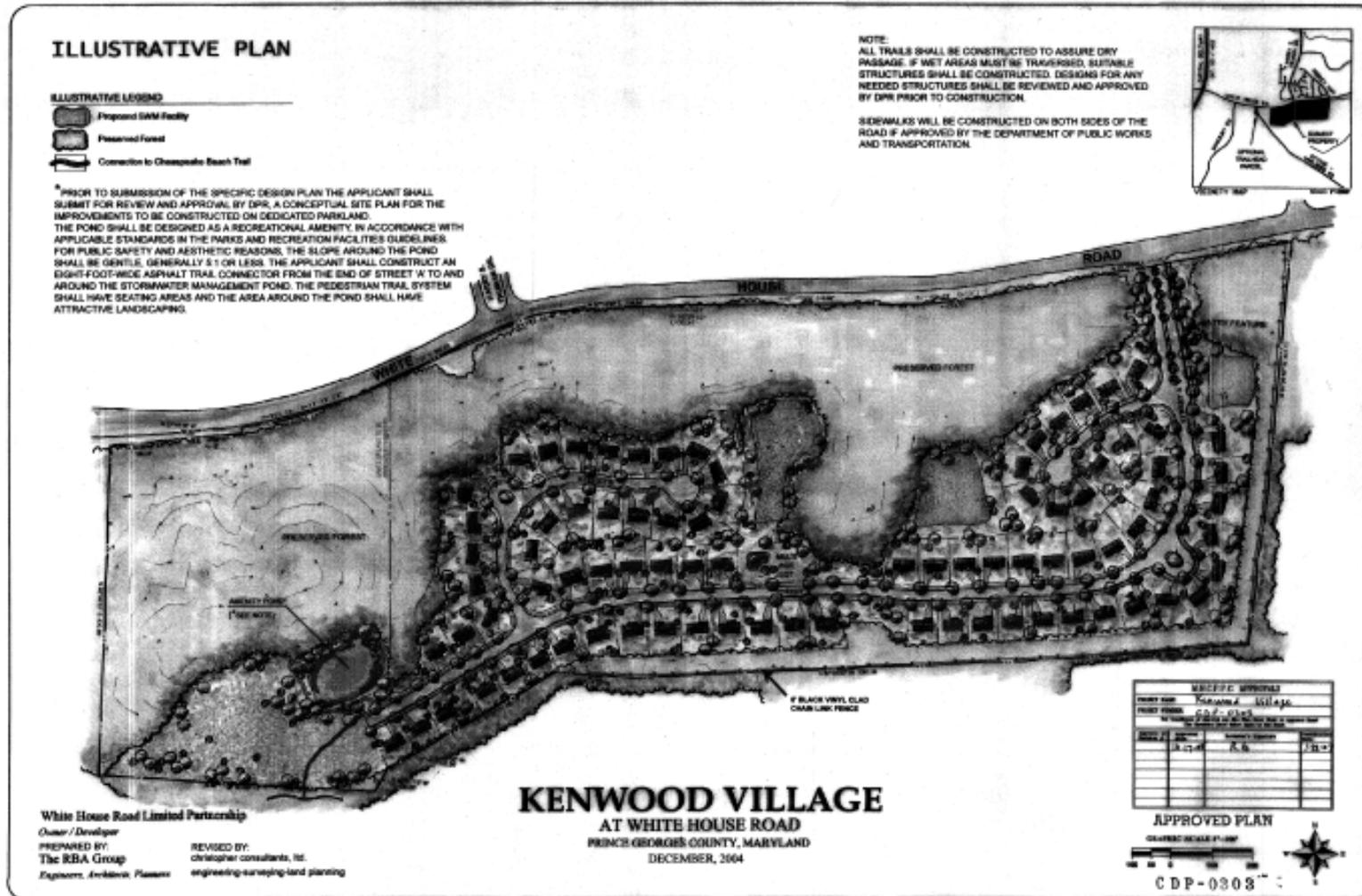
CONCEPT RENDERING



PREVIOUS BASIC PLAN



APPROVED PLAN FOR CDP-0303 (PAGE 1)



STAFF RECOMMENDATION

APPROVAL with conditions

- 4 Revised Conditions
- 3 New Conditions

[Major/Minor] Issues:

- NONE

Applicant Required Mailings:

- N/A

August 12, 2022

MEMORANDUM

TO: Dominique Lockhart, Planner II, Zoning Review Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division 

FROM: Shubha Punase, AICP, LEED-GA, Planner III, Long-Range Planning Section, Community Planning Division 

SUBJECT: **A-9802-C-01 Kenwood Village Basic Plan Amendment**

FINDINGS

The Community Planning Division finds that the proposed amendment does not substantially impair the Master Plan. The proposed amendment, to allow for construction of up to 124 residential single-family detached homes (up to 2.18 dwelling units per acre), is consistent with the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* that recommends Residential Low land use (up to 3.5 dwelling units per acre), with primarily single-family detached dwellings for the subject property.

The Community Planning Division finds that the proposed Basic Plan amendment does not conform with the previously approved Specific Design Plan (SDP) (SDP-0805), because the amendment (A-9802-C-01) proposes 124 single-family detached homes on the subject property, which is higher than the previously approved 72 single-family detached homes on the SDP. The applicant will be required to submit a new application for the Comprehensive Design Plan, Preliminary Plan for Subdivision, and Specific Design Plan of the proposed new development.

BACKGROUND

Application Type: Zoning Map Amendment of an approved Basic Plan

Location: On the southeast and southwest quadrants of the intersection of White House Road and Harry S Truman Parkway

Size: 63.10 acres

A-9802-C-01 Kenwood Village Basic Plan Amendment

Existing Uses: Vacant; and Parks and Open Spaces

Proposal: Request to amend the previously approved Basic Plan A-9802-C to amend the conditions 4, 7, 8, and 13 to allow for the construction of up to 124 single-family detached homes.

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 and context sensitive infill for low-to medium density development (p 20)

Master Plan: The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* recommends Residential Low land use on the subject property (Map 27, Appendix), which is defined as residential areas of up to 3.5 dwelling units per acre with primarily single-family detached dwellings (Table 7, p 40)

Planning Area: 78

Community: Westphalia and Vicinity

Aviation/MIOZ: N/A

SMA/Zoning: On April 1, 2022, the Countywide Map Amendment reclassified the subject property from the master plan recommended Comprehensive Design, R-S (Residential, Suburban Development) zone to LCD (Legacy Comprehensive Design) zone.

Conformance with Approved SDP:

The Basic Plan amendment (A-9802-C-01) proposes a new development consisting of 124 single-family detached homes on the subject property. The previously approved Specific Design Plan (SDP) (SDP-0805) for the subject property was approved for 72 single-family detached homes, hence the amendment does not conform to the previously approved SDP. Applicant will be required to submit a new application for the Comprehensive Design Plan, Preliminary Plan for Subdivision, and Specific Design Plan of the proposed new development.

cc: Long-Range Agenda Notebook

Sarah Benton, AICP, Supervisor, Long-Range Planning Section



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
 Prince George's County Planning Department

301-952-3650

August 15, 2022

MEMORANDUM

TO: Dominique Lockhart, Planner II, Zoning Section, DRD

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

FROM: Mary Rea, Planner II, Environmental Planning Section, CWPD *MAR*

**SUBJECT: Kenwood Village A-9802-C-01 and A-9803-C-01
 Petition for Basic Plan Amendment**

The Environmental Planning Section (EPS) has reviewed the above referenced Zoning Map Amendment application accepted on July 22, 2022. The amendment application meets all applicable environmental requirements. The following comments are provided for your consideration.

BACKGROUND

The 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
A-9802 & A-9803	N/A	District Council	Approved	1/29/93	Zoning Ordinance No. 50-1992 and 51-1992
CDP-0303	TCPI-017-04	Planning Board	Approved	3/3/05	PGCPB No. 05-65
4-06159	TCPI-017-04-01	Planning Board	Approved	9/13/07	PGCPB No. 07-169
NRI-135-05	N/A	Staff	Approved	2/3/06	N/A
4-06159 - Amended	TCPI-017-04-02	Planning Board	Approved	7/11/13	PGCPB No. 07-169 (A)
SDP-0805	TCPII-006-13	Planning Board	Approved	3/28/13	PGCPB No. 13-31
SDP-0805-02	TCPII-006-13-01	Planning Director	Approved	2/23/15	N/A
NRI-135-05-01	N/A	Staff	Approved	7/8/16	N/A
A-9802-C-01 & A-9803-C-01	N/A	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

This application requests to amend the approved Basic Plan by amending conditions number 7, 8, and 13, and deleting condition number 4. These changes will allow for new comprehensive design plan, preliminary plan of subdivision, and specific design plan applications to be submitted. The owner proposes to increase the number of single-family detached lots from 72 to up to 124. The current zoning for the site is Legacy Comprehensive Design (LCD); however, this Basic Plan refers to the prior Residential Suburban Development (R-S) comprehensive design Zone. The applicant has opted to apply the prior R-S zoning standards that were in effect prior to April 1, 2022.

GRANDFATHERING

Because the subject project will be required to file an amended comprehensive design plan and a new preliminary plan application to reflect changes proposed under the Basic Plan amendment, the project will be subject to the environmental regulations contained in Subtitle 25 and prior Subtitles 24 and 27.

SITE DESCRIPTION

The subject property is a 63.1-acre site in the prior R-S (Residential Suburban Development) Zone, now in the LCD (Legacy Comprehensive Design) Zone. The site is located on the south side of White House Road, east of Ritchie-Marlboro Road. There are streams, wetlands, and 100-year floodplains with associated areas of steep slopes within the limits of this site. No Sensitive Species Project Review Areas (SSPRA) are indicated or mapped on the site. Furthermore, no rare, threatened, or endangered (RTE) species are indicated as present on-site. This property is located in the Southwest Branch watershed in the Patuxent River basin. The site contains Regulated Areas and Evaluation Areas, as designated on the *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan* (May 2017).

PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)

The site is located within the Established Community Areas of the Growth Policy Map and Environmental Strategy Area (ESA) 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by *Plan Prince George's 2035 Approved General Plan*.

MASTER PLAN CONFORMANCE

The property is located entirely in the 2013 *Approved Subregion 6 Master Plan* approved by the District Council. This master plan includes environmental policies and respective strategies in the Environmental Infrastructure section. The proposal continues to be in conformance with the approved master plan.

CONFORMANCE WITH THE GREEN INFRASTRUCTURE PLAN

The site is mapped within the Green Infrastructure Network, as delineated in accordance with the *Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan* (2017). The Regulated Area is mapped along the streams and other regulated environmental features (REF), and the Evaluation Area is mapped on the remainder of the site due to the existing forest contiguous to the streams. The plans as submitted generally show the preservation of the Regulated Areas; however, more detailed information will be evaluated during the subsequent applications. Prior to the acceptance of any future development applications, an updated NRI is required to confirm the regulated features on the site and to establish the primary management area (PMA). The proposal continues to be in conformance with the *Green Infrastructure Plan*.

COMPLIANCE WITH PREVIOUSLY APPROVED CONDITIONS

Conditions of Previous Approvals: A-9802 and A-9803

The previous approvals of the Basic Plan, comprehensive design plan, and preliminary plan included numerous conditions, many of which dealt with environmental issues that were to be addressed during subsequent reviews. The respective conditions are in **bold** type face and the associated comments are in standard type face.

Basic Plan A-9802 and A-9803 (Environmental Conditions)

6. **There shall be no grading or cutting of trees on the site prior to Phase II approval, except with the written permission of the Planning Board.**

No grading or cutting of trees has occurred on this site, based on a review of the most recent aerial photography available.

8. **The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.**

The proposed change in language with this amendment is supported by the EPS.

9. **A Type I Tree Conservation Plan (TCP) in accordance with the County Woodland Conservation and Tree Conservation Program is required for review by the Natural Resources Division to be approved by the Planning Board prior to CDP approval. Woodland Conservation of 25 percent of the net tract is recommended.**

This condition was addressed with the TCPI certified with Preliminary Plan 4-06159, which showed on-site woodland conservation in the amount of 20.76 acres; however, this condition still must be met with future development applications.

10. **Phase II shall show consistency with the Patuxent River Policy Plan in buffering streams.**

This condition shall be met with future development applications.

11. **Approval of existing conditions 100-year floodplain and stormwater management concept plan by the County Department of Environmental Resources (DER), prior to the approval of a preliminary plan of subdivision, unless determined by DER prior to submittal of the preliminary plat that this study will not be required until time of Specific Design Plan. At a minimum, the following shall be included: 50-foot buffers between the floodplain and lot lines; stormwater management ponds shall provide 2-10-100-year attenuation; water quality shall be achieved by infiltration or ponds; water quality ponds shall be located outside of wetland areas; and all impervious areas shall drain directly to a water quality facility.**

This condition shall be met with future development applications. The 100-year floodplain and stormwater management (SWM) concept plan shall be reviewed and approved by the County Department of Permitting, Inspections and Enforcement (DPIE) rather than the former DER.

- 12. The applicant shall submit a 100-year floodplain study and a stormwater management concept plan to DER for approval prior to approval of the preliminary plan of subdivision. The stormwater management concept plan shall also address road improvements to White House Road and construction of Harry S Truman Drive.**

This condition was met prior to approval of the preliminary plan. An updated approved SWM concept plan and approval letter from DPIE will need to be provided for future development applications.

- 13. The minimum 50-foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes, and soils with erodibility factors of 0.35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.**

The proposed change in language with this amendment is supported by the EPS.

- 14. The applicant shall submit a detailed soils study to demonstrate the site is geologically suitable for the proposed development, for approval by the Soil Conservation District and the Natural Resources Division prior to Specific Design Plan approval.**

A geotechnical report was submitted with the preliminary plan and addresses the above condition. A revised geotechnical report will be required to be submitted should the site conditions or the proposed site layout change from what was previously approved. Any revised geotechnical reports shall be submitted to the EPS instead of the former Natural Resources Division.

Conditions of Previous Approvals: CDP-0303

The conditions of approval of the Comprehensive Design Plan (CDP-0303) found in PGCPB Resolution No. 05-65 are not applicable to the review of the current application.

Conditions of Previous Approvals: Preliminary Plan of Subdivision: 4-06159-Amended

The conditions of approval of Preliminary Plan of Subdivision (4-06159-Amended) found in PGCPB Resolution No. 07-169 (A) are not applicable to the review of the current application.

ENVIRONMENTAL REVIEW

Existing Conditions/Natural Resource Inventory (NRI)

An NRI is not required as part of a zoning amendment application; however, an approved NRI covering the land area will be required for future development applications. The current regulations will apply for the protection of REF and PMA.

Woodland Conservation

The site is currently zoned LCD, and was previously zoned R-S, with a required woodland conservation threshold of 25 percent of the net tract area. There is an approved TCPI (TCPI-017-04-02) and a TCPII (TCPII-006-13-01) on the overall development. All future applications will require a revision to the TCPs.

Stormwater Management

A SWM concept letter and plan approved by DPIE will be required to be submitted with future applications. Stormwater management is required to meet environmental site design (ESD) to the maximum extent practicable for water quantity and quality control measures.

Soils

The predominant soils found on-site according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Collington-Wist complex, and Widewater and Issue soils, frequently flooded. Unsafe soils containing Marlboro or Christiana clays have not been identified on this property. A geotechnical report shall be submitted with future development applications.

August 17, 2022

MEMORANDUM

TO: Dominique Lockhart, Zoning Section, Development Review Division

FROM: *BHP* Benjamin Patrick, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: A-9802-C-01 & A-9803-C-01: Kenwood Basic Plan Amendment

Proposal:

The subject application proposes amendments to conditions 4, 7, 8, and 13 of the previous approved basic plans, for the construction of 124 single-family detached homes. The subject property and is located in the southeast and southwest quadrants of the intersection of White House Road and Harry S Truman Parkway and is within the LCD zoning district and the *2013 Approved Subregion 6 Master Plan* area. The Transportation Planning review of this Basic Plan amendment application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval:

A-9802-C & A-9803-C

2. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 120-foot right-of-way for Ritchie-Marlboro Road relocated (A-39) (Harry S Truman Drive)
3. The applicant/developer, his heirs, successors, and/or assigns, shall dedicate a 60-foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer, his heirs, successors, and/or assigns, shall construct or bond a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits. This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38)
4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.

Comment: Per condition 2, The Harry S. Truman Drive right-of-way was dedicated under Plat Book SJH 242 Plat No. 51. In addition, the required right-of-way for the widening of White House Road

was also dedicated along the site's frontage as outlined in condition 3. This condition further requires that a half section of White House Road along the subject site's frontage be constructed or bonded and be designed to accommodate a left turn lane along the eastbound approach at the White House Road and Harry S Truman intersection.

After the approval of the previous basic plans, Comprehensive Design Plan CDP-0303 was approved in 2005 for 84 lots. In 2007, the Preliminary Plan of Subdivision 4-06159 was approved for 72 lots, further reducing the density of the project. SDP-0805 was approved in 2013, for 72 lots, consistent with the preliminary plan and record plats were recorded. Pursuant to the recordation of the record plat several of the conditions of the basic plan were implemented.

The applicant has requested that condition 4 be deleted from this application. Condition 4 required a master plan trail to be identified and provided as part of subsequent approvals. As further development proposals were reviewed by staff, no internal trails were identified. Per the statement of justification, the applicant does not anticipate introducing a separate internal trail network in addition to the public sidewalks that will be provided. Any other trails would need to be located within the environmentally sensitive wooded areas. Staff is in support of deleting condition 4 consistent with the analysis and review that has been completed with previously approved development proposals.

As mentioned, the site is also subject to prior site plan and subdivision applications that were adopted after the previously approved basic plan applications. However, new development applications will be required with the approval of the subject applications that will replace and supersede the previous approvals.

Master Plan Compliance:

Master Plan Right of Way

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and 2013 *Approved Subregion 6 Master Plan*.

Comment: Right of way is accurately shown on the plan and consistent with the master planned ultimate width of the roadway. Staff find that no additional master- plan right of way recommendations are required with this application since dedication has occurred with the prior development cases.

Master Plan Pedestrian and Bicycle Facilities

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

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 to provide safe routes to schools, pedestrian access to mass transit, and more walkable communities.

Comment: To fulfill the intent of the MPOT, sufficient pedestrian and bicycle facilities shall be provided to serve the subject site. As a condition of approval, staff recommends that the site is served by a continuous network of pedestrian and bicycle facilities consistent with MPOT policy recommendations. The location and design of said facilities will be reviewed in subsequent development applications.

Zoning Ordinance Compliance

Section 27-195 (b)

- (C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) that are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans

Comment: The original basic plan approved a maximum density of 150 dwelling units, and the subject application proposes a maximum density of 124 dwellings, representing a minor reduction in density. A traffic impact study (TIS) was provided in conjunction with the original basic plan approval and considered the adequacy of off-site transportation facilities and site access points to meet compliance with Section-195 (b) (C). Given the slight reduction in density under the proposed basic plan amendment, The staff believes the subject application is consistent with the findings considered in the previous TIS, however the during evaluation of the approved basic plan, two points of access were evaluated.

While the maximum density has been reduced with this amendment, staff still believes two access points are still needed to support the vehicular demand generated by the site. However, the feasibility of the site access points can be further evaluated with future development applications. Given the comparable level of density, staff recommends as a condition of approval that a second access point is provided as part of the basic plan amendment consistent with the previously approved basic plan but requires the applicant to provide an operational and queuing analysis with subsequent applications to demonstrate the feasibility of reducing the number of access point to the site.

Conclusion:

In consideration of the scope of this application, the Transportation Planning Section recommends approval of A-9802-C-01 & A-9803-C-01 Kenwood Basic Plan Amendment with the following conditions:

1. The basic plan amendment shall be modified to include two vehicular access connections to the site.
 - a. The applicant shall demonstrate the feasibility of reducing the number of access connections to the site through an operational and queuing analysis which shall be evaluated with future development applications.
2. The applicant shall provide an interconnected network of pedestrian and bikeway facilities, internal to the site. The exact location and design of said facilities shall be evaluated with future applications



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: August 18, 2022

TO: Dominique Lockhart
Zoning Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief [SE](#)
Park Planning and Development Division
Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor [DQ](#)
Ivy Thompson, AICP, Planner III [IRT](#)
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **A-9802-C-01 & A-9803-C-01 Kenwood Village**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this application as it pertains to public parks and recreational facilities.

PROPOSAL

This application is a petition to amend conditions 4, 7, 8 and 13 to allow for construction of 124 single family detached residences.

BACKGROUND:

The subject 15.70-acre property is in the Residential Medium Legacy Comprehensive Design (LCD) Zone. The site is located on the southeast and southwest quadrants where White House Road intersects with Harry S. Truman Parkway. The site is subject to the 2013 *Approved Subregion 6 Master Plan*, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. This property is currently platted, but unimproved.

REVIEW OF PREVIOUS APPLICATIONS

Sectional Map Amendment A-9802-C and A-9803-C were approved by the Prince George's County District Council on November 9, 1992, with the accompanying basic plan (Zoning Ordinance No. 50-1992 and 51-1992) to rezone the property from the Residential Estate (R-E) Zone to the Residential Suburban Development (R-S) Zone with 14 conditions.

DISCUSSION

The purpose of this application is to modify specific conditions to alter the lot sizes, required buffers and increase the number of dwelling units to the maximum permitted under the approved Basic Plan, which will generate funding necessary for the required frontage improvements along White House Road. The proposed amendment of the basic plan increases the density of the development by 52 units and the provision of standard sidewalks in-lieu of a formal trail network.

The development of a 25-acre neighborhood park at southeast of the intersection of Ritchie Marlboro Road and White House Road is noted in the Subregion 6 Master Plan. In addition to its role as a neighborhood park, the master plan recommends trailhead facilities at this location for the Chesapeake Beach Railroad Trail, which is intended to be a major hiker/biker link to the public park system in the area when it is completed. Zoning Ordinances 50-1992 and 51-1992 Exhibit J-113, show that the western portion of the site (19.1 acres) was to be dedicated to M-NCPPC for that purpose. The 19.1 acres of parkland dedication on the western portion of the site was completed with approval of Final Plat 5-15027. In addition to the 19.1 acres forming part of a neighborhood park, the applicable master plan would have trailhead facilities located there for the Chesapeake Beach Railroad Trail, providing a major hiker/biker link to the public park system. Additionally, an off-site dedication of 5,003 square feet along the former Chesapeake Beach Railroad right-of-way to extend the existing parkland on the east to Ritchie-Marlboro Road provides land for the master planned trail construction and vehicular access to the planned neighborhood park and trailhead.

Given the increase in density by 52 dwelling units DPR staff recommends the provision of on-site recreation within the development. Areas for active recreation, as well as dedicated space, besides the sidewalk, should be included for future residents to meet and convene as neighbors. The applicant should provide allocated developable areas to provide adequate on-site recreational facilities. At the time of Preliminary Plan of Subdivision, DPR staff will review the recommendations and requirements of the R-S Zone, the Subregion 6 Master Plan and SMA, and the Subdivision Regulations as they pertain to the provision of public parks and recreation facilities.

RECOMMENDATION:

The Park Planning & Development Division of the Department of Parks and Recreation recommends approval of Kenwood Village Basic Plan A-9802-C-01 & A-9803-C-01, subject to the following:

1. At the time of review of the Preliminary Plan of Subdivision, the applicant shall allocate developable areas to provide adequate on-site recreational facilities.

cc: Bridget Stesney
Christian Gabriel

August 1, 2022

MEMORANDUM

TO: Dominique Lockhart, Planner II, Zoning Section
VIA: Sherri Conner, Planning Supervisor, Subdivision Section *SC*
FROM: Mridula Gupta, Planner III, Subdivision Section *MG*
SUBJECT: A-9802-C-01 and A-9803-C-01; Kenwood Village

The subject site is an approximately 63.1-acre property consists of 72 lots and four parcels, recorded in the Prince George's County Land Records in Plat Book SJH 242 plat numbers 50 through 56. The subject property is located in the Legacy Comprehensive Design (LCD) Zone. However, this application to amend existing Basic Plans A-9802-C-01 and A-9803-C-01 for Kenwood Village is being reviewed pursuant the prior Zoning Ordinance, under which the property was zoned Residential Suburban Development (R-S). The purpose of the application is to amend the approved basic plans to delete or change four conditions of approval, to enable an increase in the number dwelling units that can be achieved (up to 124). No change in land area or increase in density above that approved in the Basic Plans is requested, as the requested number of 124 lots is within the maximum density already approved by the basic plans.

This property is subject to Preliminary Plan of Subdivision (PPS) 4-06159, which was approved by the Prince George's County Planning Board on September 13, 2007 (PGCPB Resolution No. 07-169(A)). PPS 4-06159 approved 72 lots and three parcels for the development of 72 single-family detached residential dwelling units on the subject property. The proposal to increase the development capacity to 124 single-family detached residential dwelling units will require the approval of a new PPS and a new determination of adequacy.

A-9802- C and A-9803-C were both approved by the District Council in 1993, subject to identical 12 conditions and four considerations (Zoning Ordinance No. 50-1992 and Zoning Ordinance No. 51-1992). The applicant does not propose revisions to Conditions 1 to 6; 9 to 12, 14, and the four considerations. The applicant proposes revisions to the following conditions which are listed below in **bold** text and staff analysis of the applicant's request follows in plain text:

- 4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.**

The applicant is requesting deletion of this condition, since no internal trails were provided with subsequent development approvals for this site. The applicant also stated that standard sidewalks will be provided, which will provide interconnectivity throughout the site. The basic plan depicts a conceptual location of a pedestrian trail located between the development pods and the edge of the floodplain, connecting the primary internal vehicular street and other planned recreational areas. The subsequent Comprehensive Design Plan (CDP-0303) and approved PPS, however, replaced this trail with a sidewalk system on both sides of all internal streets. The proposed deletion of the basic plan condition should be further reviewed by the Transportation Planning Section.

7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.

The applicant is requesting that this condition be modified to permit a minimum lot size of 4,200 square feet on this property. For justification, the applicant states that a reduction in minimum lot size will allow for more dwelling units to be located within the same developable area of the basic plan, which in turn will make the project, and the associated costs of widening White House Road, feasible. The basic plans conditioned the minimum lot size so that the proposed development is compatible with the surrounding neighborhood which, at that time, consisted of agricultural use to the east, south, and west; and upcoming residential development called Largo Woods to the north beyond White House Road. The lot sizes in Condition 7 are similar to those in Largo Woods subdivision. Reducing the minimum lot size will enable the maximum density allowed in the R-S Zone (124 units) to be realized. Subdivision staff note that the current LCD zoning of the property requires the development of this property in compliance with the applicable approved basic plan and the prior zoning. The prior R-S zoning does not establish a minimum lot size, but provides for a minimum and maximum residential density. The reduction to lot sizes and neighborhood compatibility should be further reviewed by the Community Planning, Urban Design and Zoning Sections..

8. The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six foot high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.

The Applicant proposes to eliminate the 50-foot-wide undisturbed buffer along the southern property line and instead provide a 25-foot-wide landscaped buffer along this side. The applicant justifies this reduction in bufferyard along the southern property line due to the fact that a 40-foot-wide perpetual easement was established on the adjoining property for the construction of a 24-inch gas main. The location of this easement approximately 50 feet south of the property line ensures that the remaining area of the adjoining property is undevelopable and will provide the necessary buffer. Furthermore, the applicant is requesting flexibility in the type and material for the required fence. This buffer and fencing was conditioned to provide screening and a denser buffer from the proposed development to the adjacent parcels to the south and east, which are utilized for agriculture. The proposed revision to this condition should be further reviewed by the Community Planning, Urban Design and Zoning Sections.

13. **The minimum 50 foot non-disturbance buffers along the east and south properties shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen planting and may required to provide adequate screening, to be approved by the Urban Design Section.**

As described above, the applicant proposes a reduction to the 50-foot-wide buffer along the south properties. The proposed revision to this condition should be further reviewed by the Environmental Planning and Urban Design Sections.

Additional Comments

1. The plan titled "Concept Rendering" and the amended Basic Plan should show the property boundary bearings and distances in conformance with the record plats.
2. The plan titled "Concept Rendering" and the amended Basic Plan should label the adjoining properties with their legal ownership information, zoning, and use.
3. The amended Basic Plan should include a note providing information regarding the property description, recording references, ownership, and zoning.
4. The amended Basic Plan should show conceptual location of proposed recreational facilities on-site.

Recommended Conditions

1. Prior to certificate approval, the basic plan shall be revised as follows:
 - a. Show the property boundary bearings and distances in conformance with the record plats.
 - b. Label the adjoining properties with their legal ownership information, zoning, and use.
 - c. Add a note providing information regarding the property description, recording references, ownership, and zoning.
 - d. Show conceptual location of proposed on-site recreational facilities.

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 basic plan and must be consistent with the legal descriptions of the property. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Special Projects Section

August 3, 2022

MEMORANDUM

TO: Dominique Lockhart, AICP, Planner II, Zoning Review Section, Development Review Division

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

FROM: EP Elena Perry, Planner II, Special Projects Section, Countywide Planning Division

SUBJECT: **A-9802-C-01 and A-9803-C-01 Kenwood Village**

Project Summary: Basic Plan Amendment – To amend conditions 4, 7, 8, and 13 to allow for construction of 124 single-family detached units.

The zoning ordinance that went into effect on April 1, 2022, retained the Comprehensive Design zones as Legacy Comprehensive Design (LCD) zones. Pursuant to Section 27-1704(h) of the Zoning Ordinance, “property in the LCD Zone may proceed to develop in accordance with the standards and procedures of the Zoning Ordinance in existence prior to the effective date of this Ordinance, subject to the terms and conditions of the development approvals which it has received”. Thus, this application is being reviewed under the provisions of the prior Zoning Ordinance.

Section 27-195(b)(1)(D) of the prior zoning ordinance requires:

Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;

Per Subtitle 24 of the County Code methodology for testing adequate public facilities occurs at the time of Preliminary Plan of Subdivision review, however the above referenced Code section requires a public facilities finding at review of proposed map amendment. The following information is provided in response to these findings in order to allow for a determination of compliance.

RESIDENTIAL

Water and Sewer:

Section 24-122.01(b)(1) of the prior Subdivision Regulations states that “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 2018 Water and Sewer Plan placed this property in the

Water and Sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):

The *Prince George's County FY 2022-2027 Approved CIP* identifies three CIP public safety facility projects near the subject site in Planning Area 78 Westphalia & Vicinity:

- a. **School:** none
- b. **Fire station:** Fire Department Headquarters, Forestville Fire/EMS Station (Westphalia)
- c. **Police station:** Police Training/Administrative Headquarters

Police:

This project is served by Police District II, Bowie located at 601 SW Crain Highway in Bowie. The response time standard 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 application is accepted or within the following three (3) monthly cycles, pursuant to Section 24-122.01(e)(2). The times are based on a rolling average for the preceding 12 months. This application was accepted by the Planning Department on July 22, 2022. Based on the most recent information provided by the Police Department, as of July 2, 2022, the police response time standards of 10-minutes for emergency calls and 25-minutes for non-emergency calls were met. The test for police adequacy will be further evaluated at the time of Specific Design Plan and again at time of Preliminary Plan of Subdivision review.

Fire and Rescue:

This project is served by the Ritchie Volunteer Fire/EMS Co. 837 located at 1415 Ritchie-Marlboro Road in Capitol Heights as the first due station. Per Section 24-122.01(e)(1)(E) of the prior Subdivision Regulations, the Planning Board test for adequacy is a maximum of seven minutes travel time for Fire/EMS response times for residential development. The test for Fire/EMS adequacy will be further evaluated at the time of Specific Design Plan and again at time of Preliminary Plan of Subdivision review.

Schools:

This project is in School Cluster 4. Largo High School, Kettering Middle School, and Arrowhead Elementary School serve this area. Per Section 24-122.02 of the Subdivision Regulations, Council Resolutions CR-23-2001 and CR-38-2002, *Adequate Public Schools Facility Regulations for Schools*, impacts to school facilities will be further evaluated at the time of Specific Design Plan and again at time of Preliminary Plan of Subdivision review.

Library:

This area is served by the Largo-Kettering Branch Library located at 9601 Capital Lane in Largo.

Staff concludes that the subject site complies with the requirements of Section 27-195(b)(1)(D) for the purpose of the map amendment. As stated, a thorough testing of adequate public facilities will occur at the time of Specific Design Plan and again at time of Preliminary Plan of Subdivision review.

August 9, 2022

MEMORANDUM

TO: Dominique Lockhart, Subdivision Section, Development Review Division

VIA: Tom Gross, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **AGC**

SUBJECT: A-9802-C-01 & 9803-C-01 Kenwood Village

The subject property comprises 63.10 acres and is located in the southeast and southwest quadrants of the intersection of White House Road and Harry S Truman Parkway. The subject property is zoned LCD and is located in the 2013 *Approved Subregion 6 Master Plan* area. The subject application proposes amendments to conditions 4, 7, 8, and 13 for the construction of 124 single-family detached homes.

The 2013 *Approved Subregion 6 Master Plan* includes goals and policies related to historic preservation (pages 161-174). However, these are not specific to the subject site.

A Phase I archeological survey was completed on the Kenwood Village Property in February 2007. A draft report, Phase I Archeological Investigation of the Kenwood Village Property in Prince George's County, Maryland, Preliminary Plan 4-06159, was received by the Planning Department and was reviewed by Historic Preservation staff. Three archeological sites were identified, 18R870, 18PR871, and 18PR872. Site 18PR870 is an early- to late-20th century domestic site. Site 18PR871 is a mid-18th to late-20th century domestic site, which contained two houses. Site 18PR872 is a small prehistoric site of unknown date at the head of a spring. Two historic access roads lead to sites 18PR870 and 18PR871 off White House Road. These access roads could possibly be used as recreational trails for the development. A portion of the Chesapeake Beach Railroad bed is also located in the southwestern corner of the property.

Historic Preservation staff concurred with the report's recommendations that no further archeological work was necessary on sites 18PR870 and 18PR872 due to significant disturbance or lack of research potential. Since earlier development plans indicated that further construction would not be able to avoid site 18PR871, Phase II investigations were recommended.

Phase II archeological investigations were conducted on site 18PR871 in June 2016. The site extended across two promontories on either side of an old roadbed. The eastern and western portions of site 18PR871 were under different ownership until 1910, when the tracts were consolidated under the same owner. Two domestic structures appear in the 1938, 1965 and 1968 aerial photographs. These buildings were demolished by 1977, likely by mechanical means, as the debris from the buildings was pushed into holes and the landform leveled. There is evidence of prehistoric occupation on the eastern and western promontories. An eighteenth-century domestic structure appears to have been built on the eastern promontory, but its location was obscured by the twentieth century occupation and demolition. The building on the western promontory also appears to have been domestic in nature. There was a clear nineteenth century component on the western promontory that was obscured by the twentieth century occupation and demolition. Due to the degree of modern disturbance in the form of demolition by heavy machinery and the deposition of the resulting debris in several pits, in addition to the lack of intact cultural deposits, no further work is recommended on site 18PR871.

The subject property does not contain, and is not adjacent to any Prince George's County Historic Sites or Resources. This proposal will not impact any Prince George's County Historic Sites or Historic Resources. All archeological investigations have been completed, and the final reports were submitted. No additional archeological investigations are recommended. Historic Preservation Section staff recommend approval of A-9802-C-01 and A-9803-C-01 Kenwood Village with no conditions.

STATEMENT OF JUSTIFICATION
KENWOOD VILLAGE
AN AMENDMENT OF APPROVED
BASIC PLANS A-9802-C AND 9803-C
5/15/2022
REVISED JUNE 29, 2022
REVISED AUGUST 8, 2022

Applicant

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STATEMENT OF JUSTIFICATION
KENWOOD VILLAGE
AN AMENDMENT OF APPROVED
BASIC PLANS A-9802-C AND 9802-C

1.0 INTRODUCTION/OVERVIEW/ORIENTATION

BHC, Inc (the "Applicant") files this Amendment of Basic Plans A-9802-C and 9803-C for Kenwood Village pursuant to the provisions of Section 27-197(c) of the Prince George's County Code. The property which is the subject of the Basic Plan applications consists of 63.1 acres of land located on the south side of White House Road at its intersection with Harry S. Truman Drive, in Upper Marlboro, Maryland (the "Subject Property"). The Subject Property is more particularly identified on seven recorded subdivision plats, each entitled "Kenwood Village" and are recorded among the land records of Prince George's County at Plat Book SJH 242, Plats 50 through 56. As platted, the property consists of 72 lots and four parcels. As will be addressed in greater detail below, one of the parcels, Parcel "A", was conveyed to the Maryland-National Capital Park and Planning Commission ("M-NCPPC") pursuant to a condition of approval.

Through the approval of A-9802-C and 9803-C, the Subject Property was rezoned from the R-E zone to the R-S zone. The recently implemented Zoning Ordinance, which took effect on

April 1, 2022, retained the Comprehensive Design Zones as legacy Zones. As such, the zoning of the Subject Property is reflected as LCD. Pursuant to Section 27-1704(h) of the Zoning Ordinance, any property in the LCD Zone may proceed to develop in accordance with the standards and procedures of the Zoning Ordinance in existence prior to the effective date of this Ordinance, subject to the terms and conditions of the development approvals which it has received. Thus, this application is being filed under the provisions of the prior Zoning Ordinance.

In the prior Zoning Ordinance, amendments to a Basic Plan are permitted in accordance with Section 27-197. The provisions of Section 27-197(c) are applicable to the request submitted by the Applicant. Specifically, if an amendment of an approved Basic Plan does not involve a change in land area or an increase in land use density or intensity, the Basic Plan may be amended by the Council in accordance with the procedures set forth therein. The request is filed with the Clerk of the District Council and referred to M-NCPPC to determine if the application is complete. Once deemed complete, the application is referred to the Planning Board and the People's Zoning Counsel for comment. Any comments must be received within 60 days of such referral. Following the submission of such comments, a hearing is held before the Zoning Hearing Examiner on the request.

This application requests that four conditions of the approved Basic Plans be either deleted or amended to allow for new Comprehensive Design Plan, Preliminary Plan of Subdivision and Specific Design Plan applications to be submitted. The purpose of deleting or amending the conditions is to introduce a new single family detached dwelling unit design, which will increase the number of single family detached lots from 72 to up to 124, as discussed below. Minor revisions to the approved Basic Plan consistent with the amendment of the conditions of approval will also be made. No change in land area or increase in density above that approved in the Basic Plans is requested, as the 124 lots proposed is within the maximum density already approved by the Basic Plans.

2.0 ZONING HISTORY OF KENWOOD VILLAGE

Prior to the approval of A-9802-C and A-9803-C, the Subject Property was zoned R-E. The zoning map amendment applications were filed in 1989. A-9802-C initially requested to rezone 16+ acres of the Subject Property to the R-M (5.8-7.9) zone, while A-9803-C requested to rezone 47+ acres of the property to the L-A-C zone. The Technical Staff recommended disapproval of both applications in part because the density proposed exceeded that recommended in the 1973 Subregion VI Master Plan, which was 1.6-2.6 dwelling units per acre. These requests were presented to the District Council in September, 1991, at which time the

District Council remanded the applications to the Planning Board for further consideration. Subsequently, both applications were amended to request a rezoning to the R-S (1.6-2.6) Zone. As initially proposed, five development envelopes were identified. Development envelope "A" was located on and fronted the west side of Harry S. Truman Drive extended and proposed for townhouses. Development envelope "B" was located on and fronted the east side of Harry S. Truman Drive extended and also proposed for townhouses. Development envelopes "C", "D" and "E" were located on the easternmost area of the Subject Property and proposed single family detached dwelling units.

During the processing of the application, two primary modifications were made to the proposed development. The first was that the land on the west side of Harry S. Truman Drive extended would be conveyed to the M-NCPCC.¹ The second modification was that all the units would be single family detached units. Five development envelopes were retained, all located on the east side of Harry S. Truman Drive extended. The Planning Board recommended approval of the revised zoning map amendment applications. The District Council approved both applications on January 29, 1993, subject to 14 conditions and 4 considerations pursuant to the adoption of Zoning Ordinance No.

50-1992 and Zoning Ordinance No. 51-1992, copies of which are attached hereto as Exhibits "A" and "B". The conditions and considerations were identical for both applications. The Land Use Quantities and Land Use Types approved are shown below:

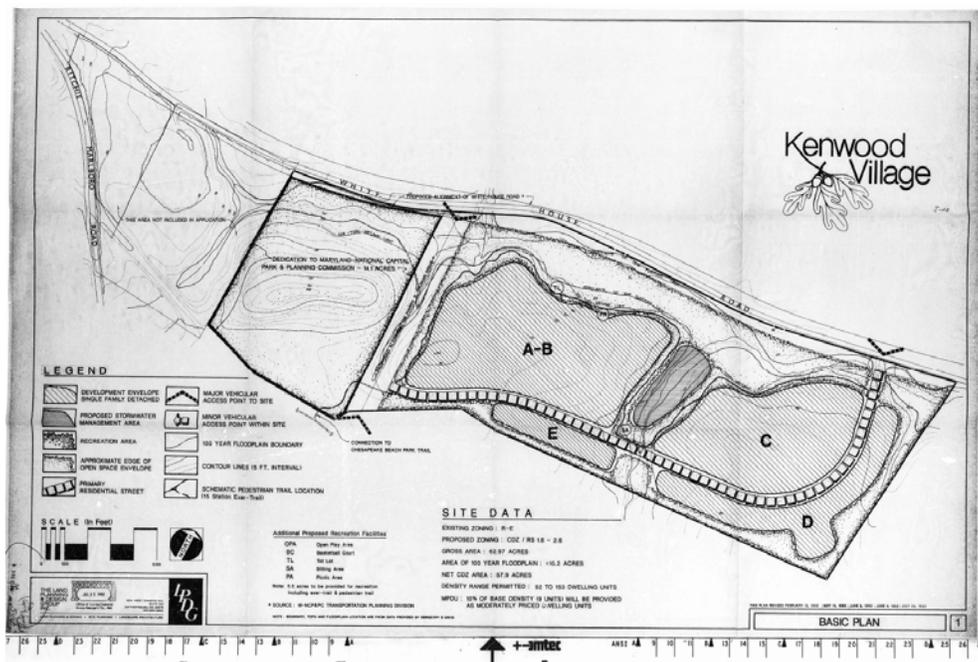
Land Use Quantities:

Gross Area (A-9802 47.2+ acres; A-9803 15.7+ acres)	62.9+ acres
Floodplain (1/2 of total floodplain)	-10.2+ acres
Net Area	57.9+ acres
Density Range (1.6 to 2.18 du/ac)	92 to 126 dwelling units

Land Use Types:

- Single-family Detached Dwellings
- Open Space, Public and Private Recreational Facilities
- Permitted Accessory Uses

The Basic Plan approved in the application was referenced as Exhibit J-113, as depicted below and attached as Exhibit "C":



¹ At the time SDP-0805 was approved, Condition 10 required a payment of a fee of \$70,000 in 2013 dollars in lieu of designing plans and constructing improvements on the property. The Applicant agrees to conform to this requirement.

After the approval of the Basic Plans, Comprehensive Design Plan CDP-0303 was approved in 2005 for 84 lots, less than the base density in the R-S zone. In 2007, Preliminary Plan of Subdivision 4-06159 was approved for 72 lots, further reducing the density of the project. Finally, in 2013, SDP-0805 was approved for 72 lots, consistent with the preliminary plan. As noted earlier, record plats have also been recorded. Pursuant to the recordation of the record plat several of the conditions of the Basic Plan were implemented. For example, right-of-way for Harry S. Truman Drive was dedicated through the Subject Property per Condition 2 (see Plat Book SJH 242 Plat No. 51). Right-of-way to allow for the widening of White House Road was also dedicated along the Subject Property's entire 3,000 feet of frontage per Condition 3. This condition further requires that a half section of White House Road for the entire segment of the roadway through the subject Property. The location of the Subject Property is strategic in that White House Road now narrows from a four-lane divided roadway at the western end of the Subject Property to a winding, two lane road along the frontage of the Subject Property. Widening this road will be beneficial to the flow of traffic along this road, and particularly at the intersection of existing Harry S. Truman Drive and White House Road. The Applicant understands the

critical nature of this roadway improvement and is not seeking to modify the condition which requires this improvement. Notwithstanding, it is the cost of this improvement which has prevented the development of the Subject Property from proceeding, as the total number of dwelling units does not support the cost of widening White House Road across the entire length of the Subject Property.

In evaluating the developability of the Subject Property, the Applicant also has evaluated the most appropriate dwelling unit type. Mid-Atlantic Builders has extensive experience, not only in Prince George's County, but also in the Westphalia Area. Mid-Atlantic has constructed homes for over 30 years in the County and housing trends have changed dramatically over that time. This is particularly true over the past few years. Based upon these changes in buyer preference, the Applicant realized that there is a missing opportunity in the market. The Applicant has designed a unique single family detached product that meets that demand. Draft images and floor plans of the new design area attached hereto as Exhibit "D".

In the Westphalia market (as in other areas convenient to the Beltway), Mid-Atlantic has seen an increased demand for product that has the lower maintenance costs associated with a townhouse and which is conducive to a "lock & leave" lifestyle. At the same time, homebuyers like the privacy of a single-family

home (no common walls). The single-family home also allows each homeowner to control four parking spaces (two in the garage and two in the driveway), which sometimes is an issue in a townhouse community. Affordability is also an issue. There is less single family detached product on the market now, and the cost of that product is stressing the price range of many buyers. A product that bridges the two styles can be more affordable and increase the diversity of housing being offered. This is exactly this type of unique product that Mid-Atlantic has designed for Kenwood Village. The opportunity to introduce this unique product also provides the extra density to "unlock" a subdivision which has not been able to be developed and to make needed road improvements which will benefit the entire surrounding community.

The location of the Kenwood Village site is also perfectly appropriate for this type of product. This project is immediately accessible to the Beltway interchange with Ritchie Marlboro Road—an interchange that did not exist when the project was initially approved. Buyers seeking this type of convenience are comfortable in a more dense community. Also, the proposed density is still within the approved range of the R-S zone and the density recommended by the Master Plan. While the lots will be smaller (with less to maintain), the property is also unique in that the existing environmental features screen it from view

of White House Road. This allows the Applicant to create an enclave of this unique product which will blend seamlessly into the surrounding area.

Finally, Kenwood is the perfect place to introduce this new product because it is a comprehensive design zone. The Comprehensive Design Zone technique was created because the demands for housing and other types of development were undergoing substantial changes and required improved methods for meeting those changing demands. The CDZ's were intended to encourage optional and imaginative utilization of land (see Section 27-476) and the R-S zone was intended to improve the overall quality and variety of residential environments. These techniques provide the flexibility needed to design an innovative product such as that proposed for the Subject Property. In accordance with these goals, the purpose of this application is to modify certain conditions to allow the new single family detached product type to be constructed and to increase the number of dwelling units to be able to achieve the maximum number approved initially with the Basic Plans. The modifications required are addressed below.

3.0 SUMMARY OF PROPOSED MODIFICATIONS TO BASIC PLAN

As referenced above, the total number of units ultimately approved for development is 72, notwithstanding that the maximum

density permitted is 124 dwelling units.² The Applicant has determined that if the number of dwelling units can be increased, sufficient funds can be generated to make the required frontage improvements on White House Road.

In evaluating the feasibility of increasing the number of dwelling units, the Applicant has reviewed the conditions of approval of the Basic Plan. Each Basic Plan, A-9802 and A-9803, was adopted subject to the same 14 Conditions and the same four (4) Considerations. The Conditions and Considerations are set forth in Exhibits "A" and "B" attached hereto. To pursue the proposed revisions to the approved plans, there are three conditions in the Basic Plan which the Applicant requests be revised and one condition the Applicant requests be deleted. All the other Conditions and Considerations are still applicable and do not require revision.

The Conditions which are proposed to be revised are Conditions 7, 8 and 13. Each of these conditions is set forth below:

- 7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.**

² Per Section 27-486, the density permitted is based on an average number of dwelling units per gross acre, minus fifty (50) percent of the density attributed to any land located within a one hundred (100) year floodplain. At the time the Basic Plan was approved in 1993, the gross area of the property was 62.9 acres and the area of the floodplain was 10.2 acres, allowing a maximum density of 126 dwelling units. By the time the SDP was approved, these numbers had been refined. The gross acreage of the Subject Property was determined to be 63.1 acres and the area of the floodplain was 11.8 acres, reducing the maximum allowable density to 124 dwelling units.

8. The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.

13. The minimum 50-foot non-disturbance buffers along the east and south properties shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen planting and may be required to provide adequate screening, to be approved by the Urban Design Section.

The Applicant is seeking to modify these conditions to allow for a minimum lot size of 4,200 square feet throughout the Subject Property and to modify the buffers along the eastern and southern boundaries of the Subject Property. By making these modifications, the layout of the property can be adjusted to allow for more dwelling units to be located on the Subject Property.

The Applicant is an affiliate of Mid Atlantic Builders, a premier residential builder in Prince George's County for over 30 years and is intimately familiar with the current market. The Applicant is also known for its innovative designs. Based on its experience in the Westphalia Community, the Applicant proposes to design a single family detached project that will live like a townhouse. While the interior of the units will have a square footage of approximately 2,500 to 3,000 square

feet, the exterior maintenance of the units will be reduced because the homeowner will have less lot area to maintain. The site is unique in that there is a substantial environmental area between the development pods and White House Road. The development is truly an enclave and has little visibility from or impact on any adjacent roads or properties. Thus, the reduction in lot size will have little to no impact on any surrounding properties.

The concept plan depicting the proposed revise layout is attached as Exhibit "E" and is reproduced below:



The revised layout is similar to the currently approved layout in that it respects the preserved environmental features. This separates the development from White House Road by a substantial wooded buffer, helping to create an enclave of new homes. Similar to the currently approved subdivision, only one roadway

is proposed from White House Road to serve the development even though additional lots are proposed. First, there are obvious environmental features which impact the Subject Property along the White House Road frontage. An additional entrance would result in additional environmental impacts which should only be considered if absolutely necessary. Second, the number of lots proposed by this Basic Plan Amendment does not exceed the number of lots permitted in the initial approval. Third, Harry S. Truman Drive extended and White House Road are both arterial roadways to which access is discouraged. Thus, the number of access points should be limited. The frontage along Harry S. Truman Drive is only about 530'. The frontage on White House Road is over 1,800'. The entrance proposed from White House Road is as far to the east as possible, creating much greater distance from what will ultimately be a major intersection of two arterial roadways. This will create the safest and most appropriate access into the development. Fourth, the 2012 Transportation Guidelines (Section 9.B) contain a discussion about the number of access points which are required to a development. It states that for single family residential neighborhoods, a single access point should be limited to a daily traffic volume of 2,000 trips per day. A 124-lot single family detached subdivision would generate 1,116 trips per day. This volume is only 55% of the ADT threshold. Finally, the

entrance to the subdivision will have a substantial median. In prior instances where a single entrance is provided, a median has been installed to allow vehicles to safely enter and exit a development should an accident every occur. For all of these reasons, a single access, properly designed, will be more than adequate to serve the subdivision.

Regarding the buffers, the Applicant is proposing to retain the majority of the 50' undisturbed buffer along the eastern property line and to construct a fence along that line. The only encroachment into that buffer would be for the construction of a stormwater management facility located within 550 feet of White House Road. A stormwater management facility was proposed in this location under the prior approvals, but changes to the stormwater regulations require additional grading which cannot be accomplished without grading within 50 feet of the property line. In this location, however, an undisturbed buffer is not required to screen the homes because no homes will be constructed where the stormwater management facility will be located. In addition, the abutting property has substantial existing natural vegetation in this area to screen any development on the Subject Property. The Applicant will comply with the requirement to construct the fence. It is the Applicant's understanding from discussions with the abutting property owner (Anna Rauch) that the purposes of the fence

(which was requested by her) is to prevent livestock from venturing into the property upon development. The Applicant is willing to provide the fence and would request some flexibility in the type of fence permitted. The existing condition requires the fence to be a black vinyl clad chain link fence, but the Applicant would like to retain the flexibility to propose an alternate type of fencing material.

The Applicant proposes to eliminate the 50' wide undisturbed buffer along the southern property line and instead provide a 25' landscaped buffer. The primary reason for this modification is that Washington Gas acquired a right of way to install a gas line along most of the southern boundary line which creates a natural buffer that did not exist when the Basic Plan was approved, as depicted below:



In fact, the gas line extends across the southwest corner of the Subject Property east of Harry S. Truman Drive. The owner of most of the land to the south, PJ Associates, LLC, granted an easement to Washington Gas Company on September 28, 2016, which document is recorded among the Land Records of Prince George's County at Book 38614 Page 69. The easement granted by the prior owner of the Subject Property, White House Road Limited Partnership, was dated January 24, 2017 and is recorded at Book 39812 Page 576. The location of this easement ensures that existing natural vegetation on the abutting property will remain and provides a substantial distance buffer as well. The Applicant would propose to landscape the buffer with 80 plant units per 100 lineal feet, equivalent to the number of plant units required for a Type "B" buffer yard. This is the type of buffer which is required where a single family detached home abuts an agricultural use. The Applicant will be providing a wider buffer than typically required in this circumstance (25' vs 20') and a substantially larger building setback. The Applicant also anticipates providing stormwater management in the form of micro-bioretenion facilities within the 25-foot buffer along with the landscape plantings and fencing that will provide an attractive transition to the neighboring properties. The landscape planting and plant units can be accommodated within a 25-foot-wide buffer while still providing stormwater

management. The Applicant submits that providing a buffer which exceeds the requirements of the Landscape Manual, in combination with the buffer provided by the gas line easement, the proposed revision to the conditions will provide an adequate buffer to future development.

Based upon the above, the Applicant is proposing the following revisions to Conditions 7, 8 and 13:

7. ~~The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E~~ 4,200 square feet in all Development Envelopes.
8. ~~The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.~~

A 50-foot buffer shall be provided along the eastern property boundary and shall include a six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the south side of White House Road. The only disturbance to this buffer shall be for the construction of stormwater management facilities located within 550 feet from the right-of-way of White House Road. A 25-foot landscaped buffer shall be provided along the southern property boundary and provide the number of plant units required for a "B" buffer yard as required by the Landscape Manual. A six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the east side of Harry S. Truman Drive.

13. ~~The minimum~~ A 5075-foot non-disturbance buffers buffer ~~along the east and south properties~~ shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the ~~Natural Resources Division~~ Environmental Planning

Section prior to Specific Design Plan, Phase III. Additional screen planting and may be required to provide adequate screening, to be approved by the Urban Design Section.

In addition to revising Conditions 7, 8 and 13, the Applicant is requesting that Condition 4 be deleted. Condition 4 provides as follows:

4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.

As the design of the plan evolved previously, no internal trails were provided. The Applicant does not anticipate introducing a separate internal trail network in addition to the public sidewalks that will be provided. Thus, it makes no sense to retain the condition currently. The sidewalks which will be constructed will comply with the current 5' wide standard and will provide interconnectivity throughout the site. Any other trails would need to be located within the environmentally sensitive wooded areas. To avoid any confusion in prior applications which would be subject to the conditions of the Basic Plan, removing a condition which was deemed at later stages to be unnecessary is appropriate.

4.0 CONFORMANCE WITH SECTION 27-197(c)

The Prince George's County Zoning Ordinance includes several procedures for amending an approved Basic Plan. Section

27-197(a) is applicable where the amendment involves a change in land area or an increase in land use density or intensity for the overall area included in the approved Basic Plan. This provision does not apply to the proposed amendment. Section 27-197(b) establishes a procedure for dividing a single approved Basic Plan into two or more Basic Plans. Section 27-197(c) is applicable where, as in the instant case, an amendment is proposed which does not involve a change in land area or in increase in land use density or intensity.

As noted above, the initial Basic Plan was approved with a density range of 1.6 to 2.18 dwelling units per acre. Based upon the overall area included in the Basic Plan (63.1 acres) and the total area of floodplain (11.8 acres), the maximum density permitted is 124 dwelling units. The amendment to Conditions 7 and 8, and the elimination of Condition 4, will allow the Applicant to submit a new Comprehensive Design Plan, Preliminary Plan of Subdivision and Specific Design Plan, with the intention of achieving as close to the maximum density permitted as possible.

To approve the requested amendment, Section 27-197(c)(7) states that the District Council "shall find that the requirements of Section 27-195(b) have been met. The provisions of Section 27-195(b) set forth the criteria for approval of a

Basic Plan, and are listed below with a comment addressing conformance:

(1) Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

(A) The proposed Basic Plan shall either conform to:

(i) The specific recommendation of a General Map plan, Area Master Plan map, or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties;

(ii) The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses; or

(iii) The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code.

COMMENT: In this case, the proposed Basic Plan (as revised) conforms to the specific recommendations of the Area Master Plan map and text. By way of context, when the Basic Plan was initially approved, the most recent Master Plan was the 1973 Subregion VI Master Plan, which recommended a density of 1.6-2.6 dwelling units per acre for the area the Subject Property was located in. The Basic Plan was found at the time of its approval to conform to the Master Plan. Shortly after the adoption of A-9802-C and A-9803-C, the Melwood Westphalia Master Plan and

Sectional Map Amendment were adopted. In fact, the Planning Board adopted the Master Plan on June 3, 1993, just five months after the approval of the Basic Plans. The District Council approved the Master Plan and Sectional Map Amendment with the adoption of CR-24-1994. The Master Plan and the Sectional Map Amendment reflected the adoption of the Basic Plans. The Master Plan recommended the Subject Property for "low suburban planned community development" and the Sectional Map Amendment reflected the R-S zoning which had been recently approved. The Subject Property is not within the boundaries of the 2007 Westphalia Sector Plan.

The Master Plan which currently applies to the Subject Property is the 2013 Subregion 6 Master Plan and Sectional Map Amendment. This Master Plan was initially adopted in 2009 and then readopted in 2013. The Master Plan does not specifically reference the Subject Property, but the Future Land Use Map (Map 27, Appendix) designates the Subject Property as "Residential Low" and the R-S zoning was retained by the Sectional Map Amendment. The "Residential Low" land use classification is defined as "Residential areas of up to 3.5 dwelling units per acre. Primarily single-family detached dwellings." Thus, the proposed development of single family detached homes with a maximum density of 2.18 dwelling units per acre conforms to the land use recommendations of the Master Plan.

It should be noted that since the adoption of the 1994 Master Plan, which incorporated the R-S zoning category approved in 1992, substantial changes occurred in the vicinity of the Subject Property. The 1994 Master Plan recommended the construction of the interchange at the Beltway and Ritchie Marlboro Road as an early need. Between 2000 and 2005, the interchange was constructed, and Ritchie Marlboro Road was upgraded to a four-lane roadway up to the western end of the Kenwood Village property. This upgrade included the reconfiguration of the intersection of White House Road and Ritchie Marlboro Road. The land south of Ritchie Marlboro Road was included in the Westphalia Sector Plan. While the 1994 Melwood Westphalia Sectional Map Amendment retained that land between the new interchange and White House Road in the R-R and R-A zones, the Westphalia Sector Plan placed much of that land in the M-X-T and R-M zones. The densities which have developed are substantially higher than were anticipated when the Basic Plan for Kenwood Village was approved in 1992. The Presidential Heights subdivision north of Harry S. Truman Drive was developed between 2000 and 2007 as a cluster subdivision in the R-80 zone. Thus, the development of the Subject Property with single family detached homes with a maximum density of 2.18 dwelling units per gross acre is compatible with the surrounding development pattern and densities.

(B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;

COMMENT: There is no retail commercial area proposed in the amended Basic Plan.

(C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

COMMENT: The Applicant does not propose to modify the number of dwelling units approved in the Basic Plan for the Subject Property. As noted above, the Basic Plan approved up to 126 dwelling units and the Applicant is proposing a maximum of 124 dwelling units. Thus, the requested amendment does not increase the maximum density originally approved. Since, however, the proposed development will increase the number of units approved by the preliminary plan of subdivision, a new Preliminary Plan of Subdivision which will be required and traffic adequacy will again be fully evaluated. Further, the Basic Plan has implemented the Master Plan of Transportation goals and guidelines by providing full right-of-way dedication of both

White House Road and the extension of Harry S. Truman Parkway. The development will also be responsible for constructing a half section of White House Road in accordance with the requirements of the Department of Permitting, Inspections and Enforcement.

While a full traffic study will be required at later phases of the development, a recently approved development in the general vicinity demonstrates that the transportation network will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density of the Subject Property. The Parkland and Rock Creek Comprehensive Design Plan (CDP-2101) was approved by the Planning Board on March 31, 2022. That project is located between Westphalia Road and Ritchie Marlboro Road and included a review of traffic adequacy. Included in the traffic study were the intersections of Ritchie Marlboro Road/White House Road and Ritchie Marlboro Road/Sansbury Road. As indicated in that case, both intersections operate at adequate levels of service, as noted below.

Ritchie Marlboro Road and White House Road	C/1282	D/1330
Ritchie Marlboro Road and Sansbury Road	B/1135	D/1410

The Subject Property is located at the intersection of Harry S. Truman Drive, which is an unsignalized intersection which will be substantially improved with the widening of White House Road. At the time the original subdivision was approved, a traffic signal

was not required, but a signal warrant study was required to be conducted at this intersection prior to the issuance of any building permit. At the time of preliminary plan for the revised development, the need for a traffic signal will again be evaluated.

Finally, if the density requested by the Applicant is approved, it will represent an increase of only 52 dwelling units over that previously evaluated. This represents a negligible increase in traffic generation.

Based upon the current adequacy of nearby intersections as determined by the Planning Board in recent cases, and the fact that any inadequacies which may exist at the time of Preliminary Plan of Subdivision will be required to be addressed by the Applicant, the proposed development will satisfy the requirements of Section 27-195(c), which requires that existing traffic facilities, or those that will be provided by the Applicant, will be sufficient to accommodate the traffic to be generated.

(D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;

COMMENT: The evaluation of adequate public facilities will occur at the time the property proceeds to the Preliminary Plan of

Subdivision stage, and Subtitle 24 of the County Code provides the methodology for testing adequate public facilities as set forth below. Obviously, since the Subject Property has already obtained approval of a final plat of subdivision, these findings have already been made for the development. The addition of up to 52 additional single family detached homes will not alter the prior findings of adequacy. Notwithstanding, the applicable public facilities are addressed below.

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 Property is located in Water and Sewer Category 3 and in Sustainable Growth Tier I. 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.

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. 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.

Recreation Areas:

The **Subregion 6** Master Plan depicts a future M-NCPPC park site on the west side of Harry S. Truman Drive (Map 20). The subject Basic Plan application dedicated 19.4 acres to M-NCPPC to satisfy such parkland requirements and will contribute \$70,000 in

2013 dollars to assist in the implementation of park improvements.

Library:

A library is recommended to be in the Westphalia Town Center Core and the Westphalia Town Center has designated a location for the library within the development.

(E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.

COMMENT: The amended Basic Plan will be evaluated for conformance with the 2010 environmental requirements, including impacts to any regulated environmental features. In recognition of this, the Applicant is proposing to modify Condition 13 to reflect the 75-foot stream buffer now required rather than the 50-foot stream buffer required in 1992. The Subject Property will also be required to obtain approval of a new Conceptual Stormwater Management approval in conformance with the applicable requirements of Subtitle 32, which have been substantially revised since the CDP was previously approved for the Subject Property. The Applicant intends to avoid impacts to regulated environmental features to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual

in accordance with Section 24-130(b)(5) of the Prince George's County Code.

5.0 DENSITY INCREMENTS SECTION 27-513(b)

In the R-S zone, the base density is established at 1.6 dwelling units per acre. Increases in density are permitted in accordance with Section 27-513(b) through the provision of Public Benefit Features and Density Increment Factors. Since the density proposed for Kenwood Village in the prior Comprehensive Design Plan and Specific Design Plan applications was less than the minimum density permitted in the R-S Zone approved by the Basic Plan (92 dwelling units), Public Benefit Features and Density Increment Factors were not required to be addressed. With a proposed density of 124 dwelling units, Density Increment Factors will need to be addressed at the time of the Comprehensive Design Plan. The Applicant submits that sufficient Density Increment Factors are provided to support the additional dwelling units would be achieved by the proposed revisions.

To achieve an ultimate density of 124 dwelling units, Density Increment Factors of 35% will be required. The Applicant submits that the required Density Increment Factors can easily be achieved through three of the Density Increment Factors set forth in Section 27-513(b), each of which is discussed below.

Section 27-513(b)(1).

For open space land at a ration of at least 3.5 acres per 100 dwelling units (with a minimum size of 1 acres), an increment factor may be granted not to exceed 25% in dwelling units.

COMMENT: To support 124 dwelling units a total of 4.34 acres of open space would be required. As currently platted, over 12 acres of open space has been set aside, far exceeding the minimum requirement. This open space area does not include the 19.4 acres dedicated to the Maryland-National Capital Park and Planning Commission, which is planned for active recreation. This open space qualifies the Applicant for an increment factor of up to 25% in dwelling units.

Section 27-513(b)(4).

For recreational development of open space (including minimum improvements of heavy grading, seeding, mulching, utilities, off-street parking, walkways, landscaping, and playground equipment, an increment factor may be granted, not to exceed 10% in dwelling units.

COMMENT: As noted above, the Applicant has dedicated land to M-NCPPC for development as a park. At the time of SDP, the Applicant agreed to pay \$70,000 toward the grading and development of that park. This contribution, made in lieu of grading, seeding, mulching and other site work, qualifies the Applicant for an increment factor of 10% in dwelling units.

Section 27-513(b)(5).

For public facilities (except public streets and open space areas), an increment factor may be granted, not to exceed 30% in dwelling units.

COMMENT: Pursuant to Section 24-134, the mandatory dedication requirement for this property would be 5% of net area. With a net area of 57.2 acres, the mandatory dedication requirement would be 2.86 acres. The dedication of 19.4 acres of parkland to the M-NCPPC for construction of an active park far exceeds this requirement. The dedication of this additional land qualifies the Applicant for Density Increments of up to 30% in dwelling units.

Based on the above, the proposed development qualifies for density increment factors of up to 65% in dwelling units, far exceeding the requirement of 35% needed to support the proposed modifications to the plans and the increase in density. While other Density Increment Factors may also be applicable and will be evaluated at future stages of the development, the proposed increase in dwelling units can be supported based upon the information currently available.

6.0 CONFORMANCE WITH SECTION 27-487

Section 27-487 provides that in a comprehensive design zone, the proposal "shall contain provisions for housing to serve all income groups." At the time the Basic Plan was

approved, the land use types approved for Kenwood Village were restricted to single family detached homes to ensure compatibility with abutting properties. Notwithstanding, providing housing that is more affordable is a desired goal in the current housing climate. The Applicant's proposed dwelling unit type will allow a product that can be sold at a price lower than a new large lot single family detached home, but at a higher price than a townhouse. The Applicant believes that this will be a desirable product, as many buyers seek a single family detached home but desire the lower maintenance obligations of a townhouse. This amendment will provide more diversity of housing product in the Westphalia community in accordance with Section 27-487.

7.0 CONCLUSION

In conclusion, the Applicant submits that the Basic Plan amendment for Kenwood Village should be approved to allow the Applicant to increase the number of lots within the density cap established with the initial approval. Approval of the amendment will allow for the needed road improvements along White House Road to occur and will provide a more diverse housing product to enhance the Westphalia community. Retention of the single family detached land use type will ensure compatibility with surrounding properties. For these reasons,

the Applicant respectfully requests approval of the amended
Basic Plan for Kenwood Village Basic Plan as proposed herein.

Respectfully submitted



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Largo, Maryland 20774
(301) 306-0033

KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "A"

ZONING ORDINANCE NO. 50-1992

Case No.: A-9802-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 50 - 1992

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, subject to conditions and considerations.

WHEREAS, Application No. A-9802-C has been filed for property described as approximately 47.3 acres of land, in the R-E Zone, located on the south side of White House Road, approximately 1,410 feet east of its intersection with Ritchie Marlboro Road, to rezone the property to the R-S Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that the subject property should be rezoned to the R-S Zone; and

WHEREAS, in order to protect adjacent properties and the

surrounding neighborhood, the rezoning herein is granted with conditions and considerations; and

WHEREAS, as the basis for this action, the District Council adopts the findings and conclusions of the Zoning Hearing Examiner as its findings and conclusions in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9802-C from the R-E Zone to the R-S Zone.

SECTION 2. Application No. A-9802-C is approved subject to the following conditions and considerations: Basic Plan Exhibit J-113.

Land Use Quantities:

Gross Area (A-9802 47.2+ acres; A-9803 15.7+ acres)	62.9+ acres
Floodplain (1/2 of total floodplain)	-10.2+ acres
Net Area	57.9+ acres
Density Range (1.6 to 2.18 du/ac)	92 to 126 dwelling units

Land Use Types:

Single-family Detached Dwellings
Open Space, Public and Private Recreational Facilities
Permitted Accessory Uses

Conditions:

1. No direct access to any residential lots shall be permitted from White House Road or Harry S Truman Drive.
2. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 120 foot right-of-way for Ritchie-Marlboro Road relocated (A-39) (Harry S Truman Drive)
3. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 60 foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer, his heirs, successors and/or assigns,

shall construct or bond to construct a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits. This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38).

4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.
5. At no time prior to Phase II approval or construction of the proposed development shall the Chesapeake Beach trail corridor be damaged, filled with debris or become a storage area for supplies or equipment.
6. There shall be no grading or cutting of trees on the site prior to Phase II approval, except with the written permission of the Planning Board.
7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.
8. The 50 foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six foot high black vinyl clad chain link fence, extending to the east side of Harry S Truman Drive.
9. A Type I Tree Conservation Plan (TCP) in accordance with the County Woodland Conservation and Tree Conservation Program is required for review by the Natural Resources Division to be approved by the Planning Board prior to CDP approval. Woodland conservation of 25 percent of the net tract is recommended.
10. Phase II shall show consistency with the Patuxent River Policy Plan in buffering of streams.
11. Approval of existing conditions 100 year floodplain and stormwater management concept plan by the County Department of Environmental Resources (DER), prior to the approval of a preliminary plan of subdivision, unless determined by DER prior to submittal of the preliminary plat that this study will not be required until time of Specific Design Plan. At a minimum, the following shall be included: 50 foot buffers between the floodplain and lot lines; stormwater management ponds shall provide 2-10-100 year attenuation; water quality shall be achieved by infiltration or ponds; water quality ponds shall be located outside of wetland areas; and all impervious areas shall drain directly to a water quality facility.
12. The applicant shall submit a 100 year floodplain study and a

stormwater management concept plan to DER for approval prior to approval of the preliminary plat of subdivision. The stormwater management concept plan shall also address road improvements to White House Road and construction of Harry S Truman Drive.

13. The minimum 50 foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100 year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.
14. The applicant shall submit a detailed soils study to demonstrate the site is geologically suitable for the proposed development, for approval by the Soil Conservation District and the Natural Resources Division, prior to Specific Design Plan approval.

Considerations:

1. The character and visual image of White House Road shall be protected and maintained through preservation of the undisturbed buffer along both sides of the adjacent stream. The buffer design shall be approved by the Urban Design Section prior to Specific Design Plan approval.
2. The site shall be developed to maintain compatibility with the surrounding neighborhood with emphasis on the boundaries of the subject site. This shall be accomplished through design techniques such as berms, additional screen plantings and through compatible lot sizes prior to Specific Design Plan approval.
3. The depths of all lots adjacent to Harry S Truman Drive and White House Road shall be adequate to provide visual and sound screening as part of Specific Design Plan approval.
4. The dwellings in all Development Envelopes shall front on the primary street to the greatest extent possible, with the rears of dwellings oriented toward the interior of the envelopes. Landscape Manual buffering requirements shall apply to any dwellings whose rears face Harry S Truman Drive. Preservation of existing trees shall be the preferred buffering technique to be supplemented as required by the Landscape Manual.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 9th day of November, 1992, for
initial approval, by the following vote:

In Favor: Council Members Castaldi, Bell, Casula, Del Giudice, Fletcher,
Mills and Pemberton

Opposed:

Abstained:

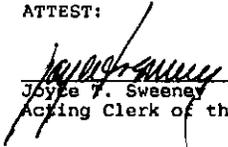
Absent: Council Members MacKinnon and Wineland

Vote: 7-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THE PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: 
Richard J. Castaldi, Chairman

ATTEST:


Joyce F. Sweeney
Acting Clerk of the Council

Case No.: A-9802-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

AN ORDINANCE to incorporate the applicant's acceptance of conditional zoning and to grant final conditional zoning approval.

WHEREAS, the District Council in approving Application No. A-9802-C, to rezone the subject property from the R-E Zone to the R-S Zone, attached certain conditions and considerations; and

WHEREAS, the applicant has duly consented in writing to the conditions and considerations; and

WHEREAS, the District Council, having reviewed the application and the administrative record, deems it appropriate to accept the applicant's consent to the conditions and considerations and to approve final conditional rezoning.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9802-C is hereby granted. The applicant's written acceptance of the conditions and considerations referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions and

considerations referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient ground for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or any other action deemed necessary to obtain compliance.

SECTION 3. This ordinance shall take effect on January 27, 1993, the date of receipt of acceptance by the applicant(s) of the condition(s) and consideration(s) imposed in Zoning Ordinance No. 50-1992.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

BY: Hilda R. Pemberton
Hilda R. Pemberton, Chairwoman

ATTEST:

Jesse T. Sweeney
Jesse T. Sweeney
Acting Clerk of the Council

KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "B"

ZONING ORDINANCE NO. 51-1992

Case No.: A-9803-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 51 - 1992

AN ORDINANCE to amend the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, subject to conditions and considerations.

WHEREAS, Application No. A-9803-C has been filed for property described as approximately 15.7 acres of land, in the R-E Zone, located on the south side of White House Road, approximately 1,300 feet east of its intersection with Ritchie Marlboro Road, to rezone the property to the R-S Zone; and

WHEREAS, the application was advertised and the property posted prior to public hearing, in accordance with all requirements of law; and

WHEREAS, the application was reviewed by the Technical Staff and the Planning Board, who have filed recommendations with the District Council; and

WHEREAS, a public hearing was held before the Zoning Hearing Examiner; and

WHEREAS, the Zoning Hearing Examiner's recommendations were duly filed with and considered by the District Council; and

WHEREAS, having reviewed the record in this case, the District Council has determined that the subject property should be rezoned to the R-S Zone; and

WHEREAS, in order to protect adjacent properties and the

surrounding neighborhood, the rezoning herein is granted with conditions and considerations; and

WHEREAS, as the basis for this action, the District Council adopts the findings and conclusions of the Zoning Hearing Examiner as its findings and conclusions in this case.

NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. The Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland, is further hereby amended by rezoning the property which is the subject of Application No. A-9803-C from the R-E Zone to the R-S Zone.

SECTION 2. Application No. A-9803-C is approved subject to the following conditions and considerations: Basic Plan Exhibit J-113.

Land Use Quantities:

Gross Area (A-9802 47.2+ acres; A-9803 15.7+ acres)	62.9+ acres
Floodplain (1/2 Of total floodplain)	-10.2+ acres
Net Area	57.9+ acres
Density Range (1.6 to 2.18 du/ac)	92 to 126 dwelling units

Land Use Types:

Single-family Detached Dwellings
Open Space, Public and Private Recreational Facilities
Permitted Accessory Uses

Conditions:

1. No direct access to any residential lots shall be permitted from White House Road or Harry S Truman Drive.
2. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 120 foot right-of-way for Ritchie-Marlboro Road relocated (A-39) (Harry S Truman Drive)
3. The applicant/developer, his heirs, successors and/or assigns, shall dedicate a 60 foot right-of-way from the proposed centerline for White House Road (A-36). The applicant/developer, his heirs, successors and/or assigns,

shall construct or bond to construct a half section of White House Road for the entire segment of this roadway through the subject parcel per DPW&T requirements prior to the issuance of building permits. This construction shall accommodate a left turn lane along eastbound White House Road at Harry S Truman Drive extended (A-38).

4. The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.
5. At no time prior to Phase II approval or construction of the proposed development shall the Chesapeake Beach trail corridor be damaged, filled with debris or become a storage area for supplies or equipment.
6. There shall be no grading or cutting of trees on the site prior to Phase II approval, except with the written permission of the Planning Board.
7. The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.
8. The 50 foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six foot high black vinyl clad chain link fence, extending to the east side of Harry S Truman Drive.
9. A Type I Tree Conservation Plan (TCP) in accordance with the County Woodland Conservation and Tree Conservation Program is required for review by the Natural Resources Division to be approved by the Planning Board prior to CDP approval. Woodland conservation of 25 percent of the net tract is recommended.
10. Phase II shall show consistency with the Patuxent River Policy Plan in buffering of streams.
11. Approval of existing conditions 100 year floodplain and stormwater management concept plan by the County Department of Environmental Resources (DER), prior to the approval of a preliminary plan of subdivision, unless determined by DER prior to submittal of the preliminary plat that this study will not be required until time of Specific Design Plan. At a minimum, the following shall be included: 50 foot buffers between the floodplain and lot lines; stormwater management ponds shall provide 2-10-100 year attenuation; water quality shall be achieved by infiltration or ponds; water quality ponds shall be located outside of wetland areas; and all impervious areas shall drain directly to a water quality facility.
12. The applicant shall submit a 100 year floodplain study and a

stormwater management concept plan to DER for approval prior to approval of the preliminary plat of subdivision. The stormwater management concept plan shall also address road improvements to White House Road and construction of Harry S Truman Drive.

13. The minimum 50 foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100 year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.
14. The applicant shall submit a detailed soils study to demonstrate the site is geologically suitable for the proposed development, for approval by the Soil Conservation District and the Natural Resources Division, prior to Specific Design Plan approval.

Considerations:

1. The character and visual image of White House Road shall be protected and maintained through preservation of the undisturbed buffer along both sides of the adjacent stream. The buffer design shall be approved by the Urban Design Section prior to Specific Design Plan approval.
2. The site shall be developed to maintain compatibility with the surrounding neighborhood with emphasis on the boundaries of the subject site. This shall be accomplished through design techniques such as berms, additional screen plantings and through compatible lot sizes prior to Specific Design Plan approval.
3. The depths of all lots adjacent to Harry S Truman Drive and White House Road shall be adequate to provide visual and sound screening as part of Specific Design Plan approval.
4. The dwellings in all Development Envelopes shall front on the primary street to the greatest extent possible, with the rears of dwellings oriented toward the interior of the envelopes. Landscape Manual buffering requirements shall apply to any dwellings whose rears face Harry S Truman Drive. Preservation of existing trees shall be the preferred buffering technique to be supplemented as required by the Landscape Manual.

SECTION 3. BE IT FURTHER ENACTED that this Ordinance shall become effective on the date of its enactment.

Enacted this 9th day of November , 1992, for
initial approval, by the following vote:

In Favor: Council Members Castaldi, Bell, Casula, Del Giudice, Fletcher, Mills
and Peaberton

Opposed:

Abstained:

Absent: Council Members MacKinnon and Wineland

Vote: 7-0

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: Richard J. Castaldi
Richard J. Castaldi, Chairman

ATTEST:

Joyce T. Sweeney
Joyce T. Sweeney
Acting Clerk of the Council

Case No.: A-9803-C

Applicant: White House Road LP

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

FINAL CONDITIONAL ZONING APPROVAL

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NOW, THEREFORE, BE IT ORDAINED AND ENACTED:

SECTION 1. Final conditional zoning approval of Application No. A-9803-C is hereby granted. The applicant's written acceptance of the conditions and considerations referred to above, at the time of initial conditional zoning approval, is hereby incorporated into this amendment of the Zoning Map for the Maryland-Washington Regional District in Prince George's County, Maryland.

SECTION 2. Use of the subject property as conditionally reclassified shall be subject to all requirements in the applicable zones and to the requirements in the conditions and

considerations referred to above. Failure to comply with any stated condition shall constitute a zoning violation and shall be sufficient ground for the District Council to annul the rezoning approved herein; to revoke use and occupancy permits; to institute appropriate civil or criminal proceedings; or any other action deemed necessary to obtain compliance.

SECTION 3. This ordinance shall take effect on January 29, 1993, the date of receipt of acceptance by the applicant(a) of the condition(s) and consideration(s) imposed in Zoning Ordinance No. 51-1992.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

BY: Hilda R. Pemberton
Hilda R. Pemberton, Chairwoman

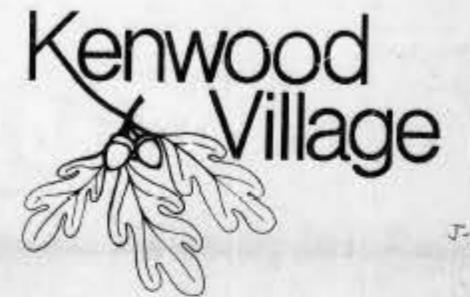
ATTEST:

Joyce T. Sweeney
Joyce T. Sweeney
Acting Clerk of the Council

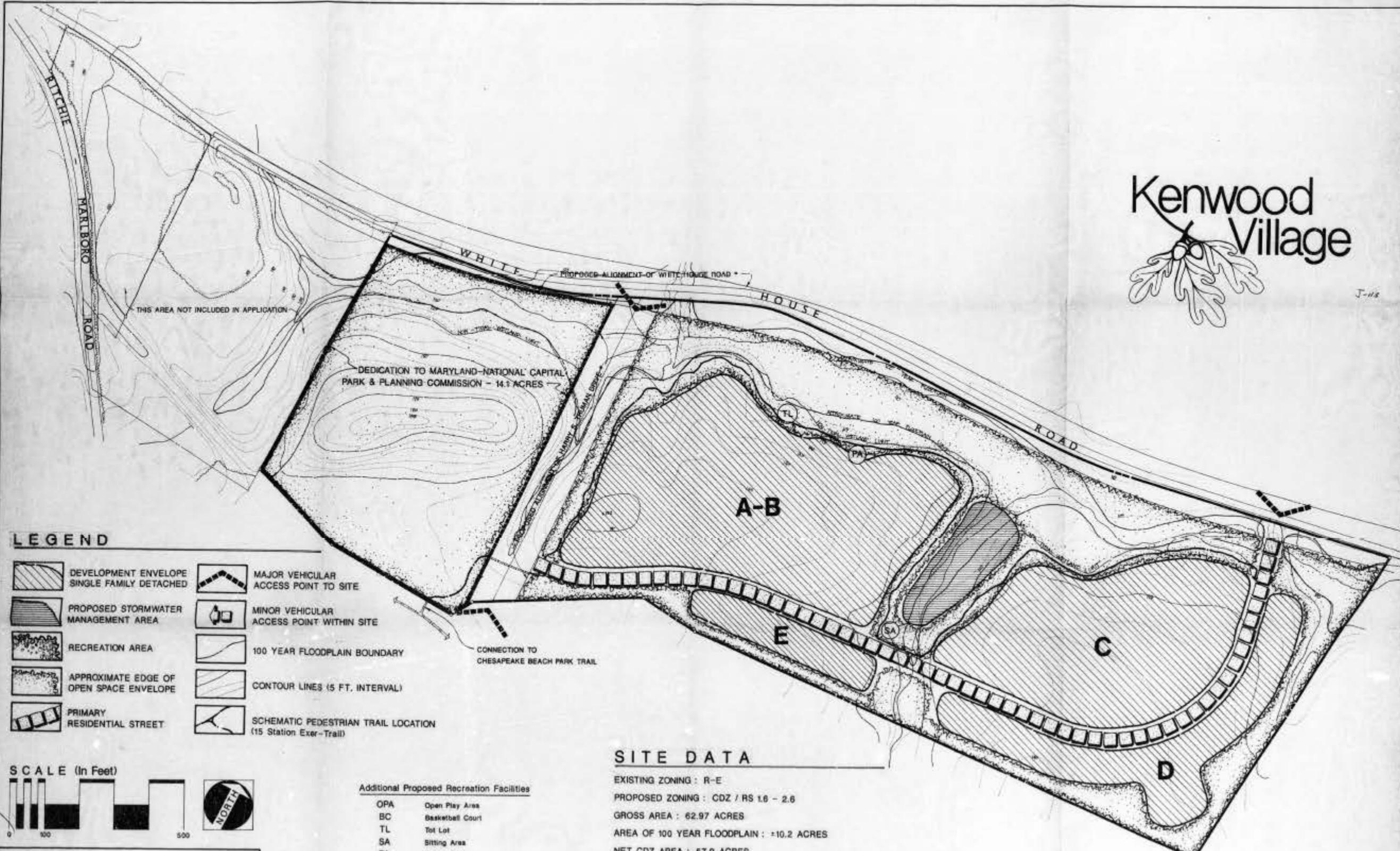
KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "C"

APPROVED BASIC PLAN A-9802-C and A-9803-C
EXHIBIT J-113



J-118



LEGEND

- DEVELOPMENT ENVELOPE SINGLE FAMILY DETACHED
- PROPOSED STORMWATER MANAGEMENT AREA
- RECREATION AREA
- APPROXIMATE EDGE OF OPEN SPACE ENVELOPE
- PRIMARY RESIDENTIAL STREET
- MAJOR VEHICULAR ACCESS POINT TO SITE
- MINOR VEHICULAR ACCESS POINT WITHIN SITE
- 100 YEAR FLOODPLAIN BOUNDARY
- CONTOUR LINES (5 FT. INTERVAL)
- SCHEMATIC PEDESTRIAN TRAIL LOCATION (15 Station Exer-Trail)

SCALE (In Feet)



Additional Proposed Recreation Facilities

- OPA Open Play Area
- BC Basketball Court
- TL Tot Lot
- SA Sitting Area
- PA Picnic Area

Note: 3.3 acres to be provided for recreation including exer-trail & pedestrian trail

* SOURCE: M-NCP&PC TRANSPORTATION PLANNING DIVISION

NOTE: BOUNDARY, TOPD AND FLOODPLAIN LOCATION ARE FROM DATA PROVIDED BY DENISEWY & DAVIS

SITE DATA

EXISTING ZONING: R-E
 PROPOSED ZONING: CDZ / RS 1.6 - 2.6
 GROSS AREA: 62.97 ACRES
 AREA OF 100 YEAR FLOODPLAIN: +10.2 ACRES
 NET CDZ AREA: 57.9 ACRES
 DENSITY RANGE PERMITTED: 92 TO 150 DWELLING UNITS
 MPDU: 10% OF BASE DENSITY (9 UNITS) WILL BE PROVIDED AS MODERATELY PRICED DWELLING UNITS

THE LAND PLANNING & DESIGN GROUP INC. **DECEMBER 25 1992** **LPDG**

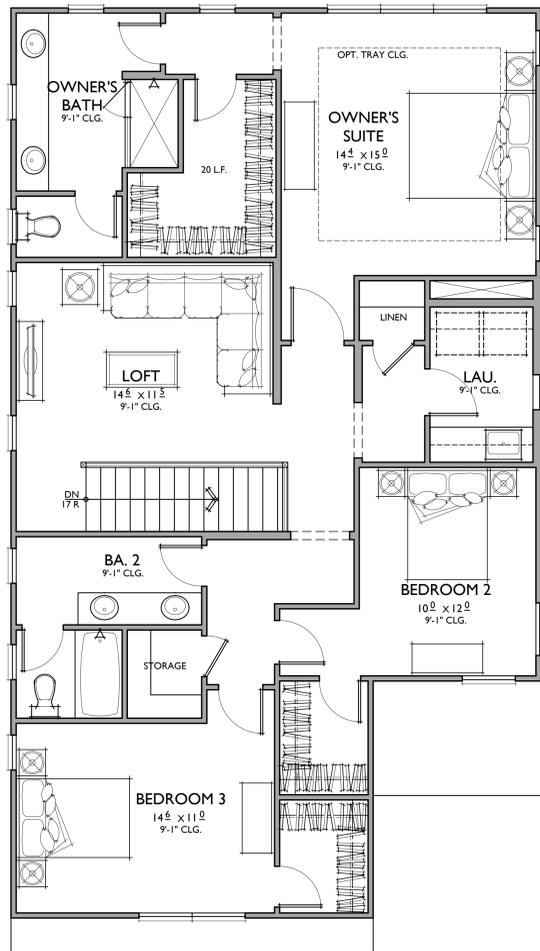
THIS PLAN REVISED FEBRUARY 12, 1992; MAY 15, 1992; JUNE 6, 1992; JUNE 9, 1992; JULY 20, 1992

BASIC PLAN

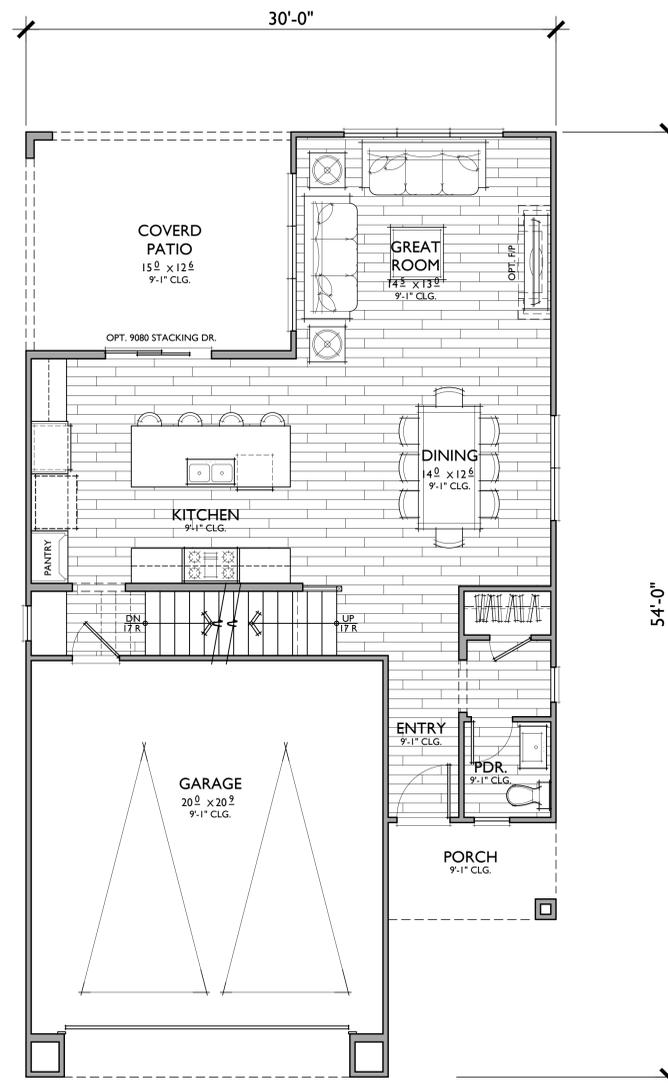
KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "D"

CONCEPT ARCHITECTURAL AND FLOOR PLANS



SECOND FLOOR



FIRST FLOOR

NOTE: BEDROOM 4 WILL BE AT BASEMENT LEVEL WITH BATH 3

PLAN I

4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	810 SQ. FT.
2ND FLOOR	1,390 SQ. FT.
TOTAL LIVING	2,200 SQ. FT.
BASEMENT	
2 - CAR GARAGE	443 SQ. FT.
OUTDOOR LIVING	187 SQ. FT.
PORCH	53 SQ. FT.

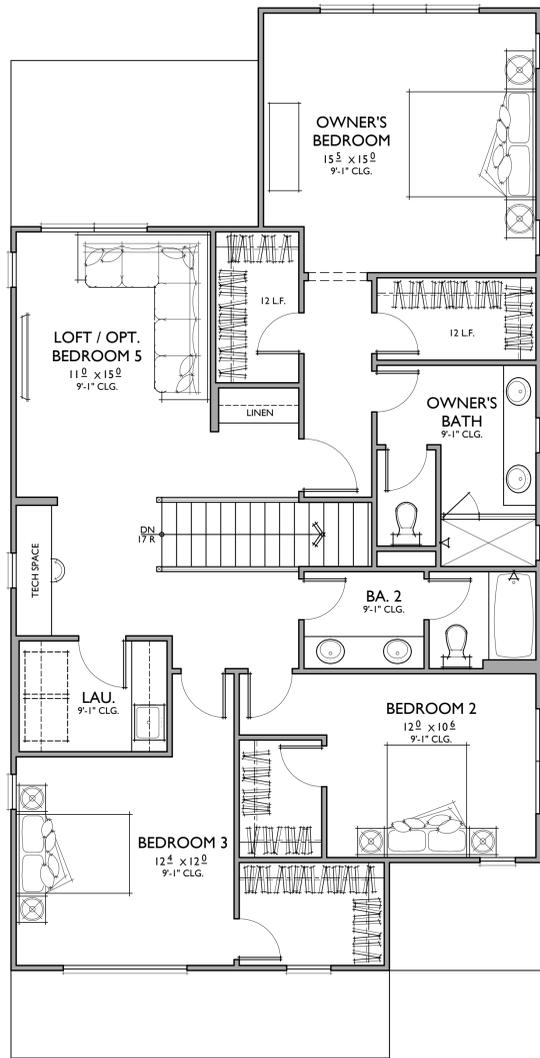
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



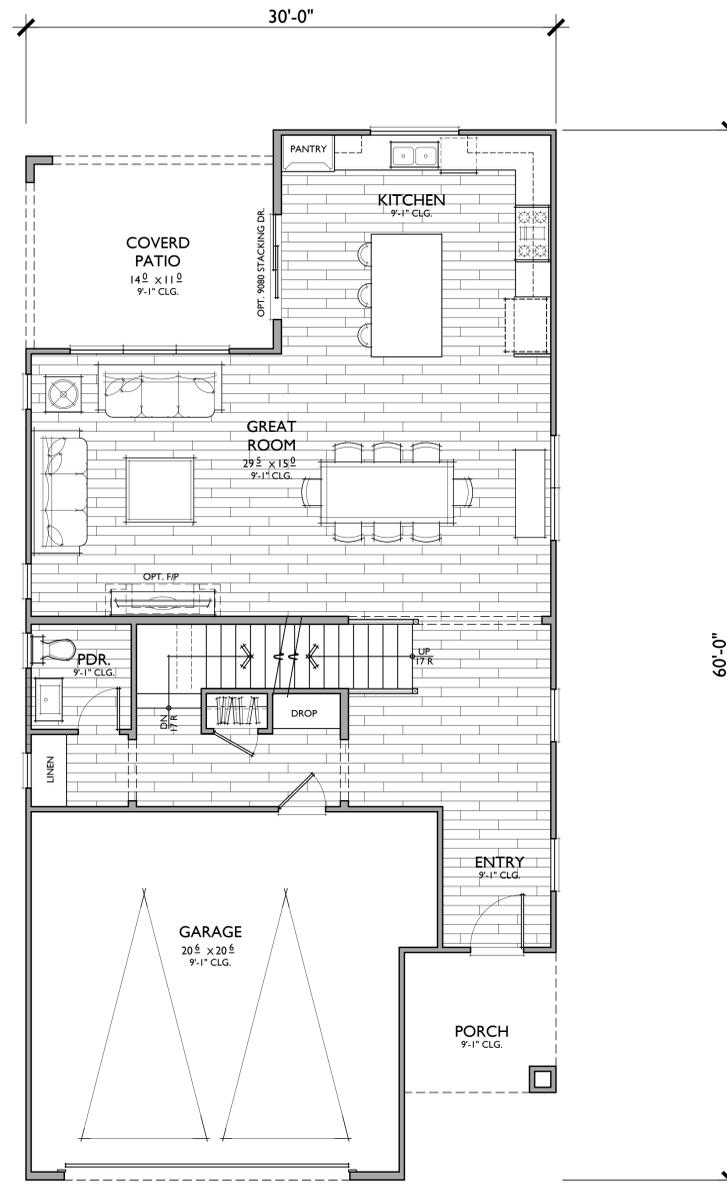
PLAN I
TRADITIONAL



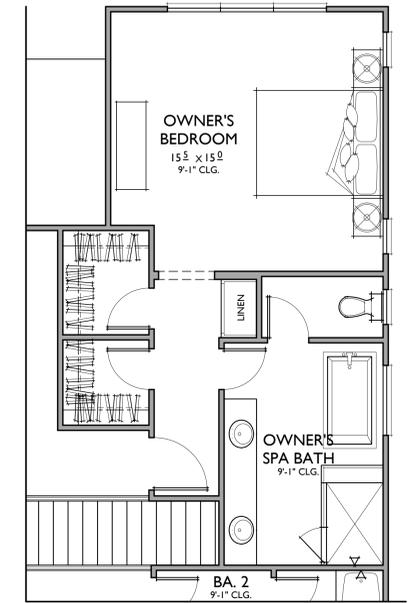
PLAN I
CRAFTSMAN



SECOND FLOOR



FIRST FLOOR



OPT. SPA BATH

AT OWNER'S BATH

NOTE: BEDROOM 4 WILL BE AT BASEMENT LEVEL WITH BATH 3

PLAN 2

4 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	1,048 SQ. FT.
2ND FLOOR	1,377 SQ. FT.
TOTAL LIVING	2,425 SQ. FT.
BASEMENT	
2 - CAR GARAGE	466 SQ. FT.
OUTDOOR LIVING	154 SQ. FT.
PORCH	69 SQ. FT.

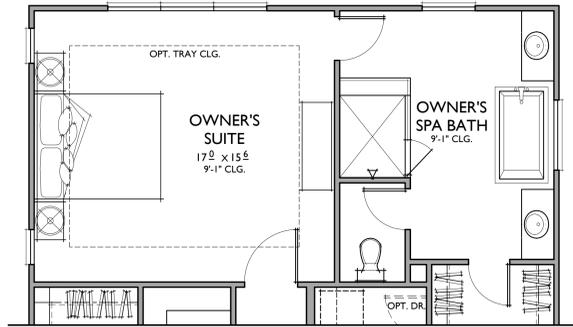
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



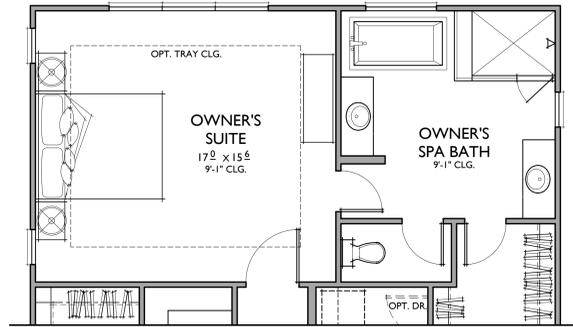
PLAN 2
TRADITIONAL



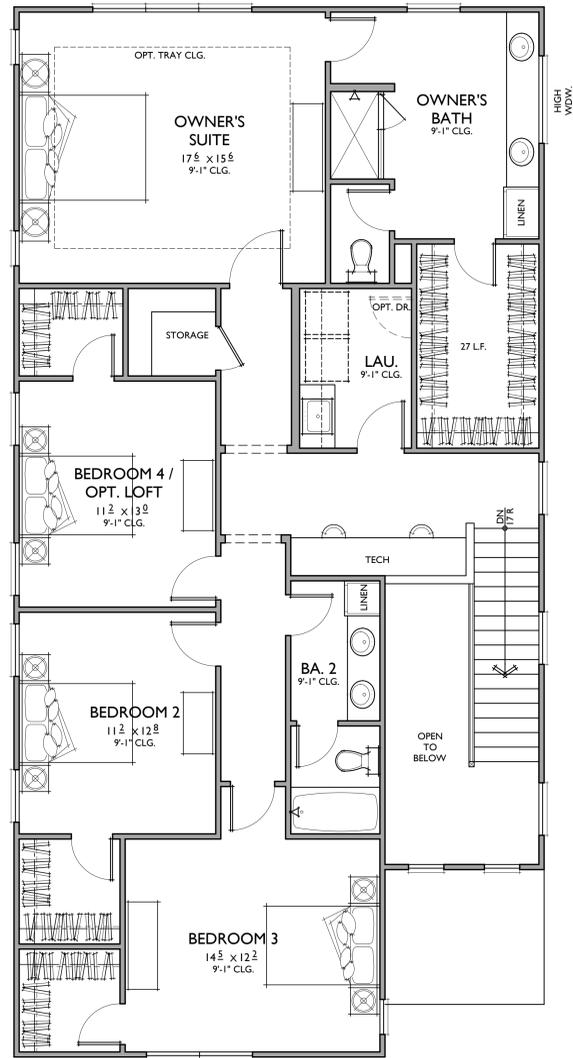
PLAN 2
CRAFTSMAN



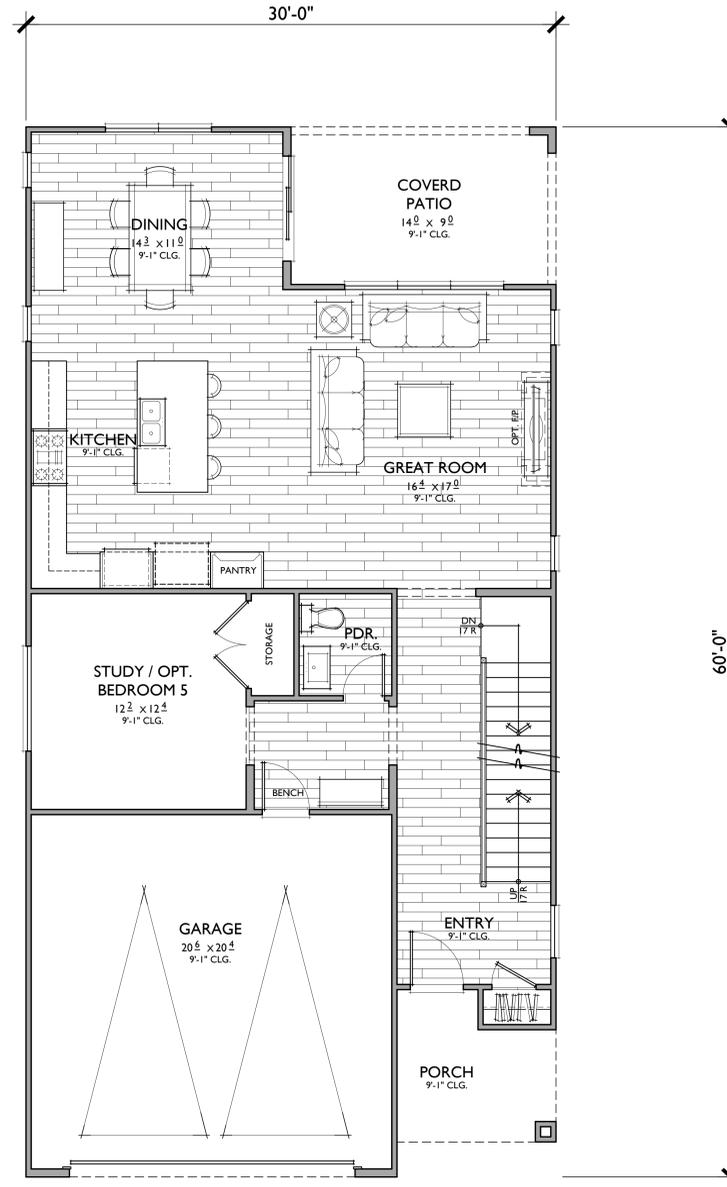
OPT. SPA BATH
AT OWNER'S BATH



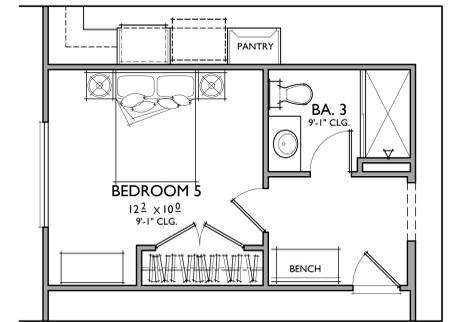
OPT. SPA BATH 2
AT OWNER'S BATH



SECOND FLOOR



FIRST FLOOR



OPT. BEDROOM 5
IN LIEU OF STUDY AND PDR

PLAN 3
4 BEDROOMS / 2.5 BATHS + STUDY
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,147 SQ. FT.
2ND FLOOR	1,544 SQ. FT.
TOTAL LIVING	2,691 SQ. FT.
BASEMENT	
2 - CAR GARAGE	432 SQ. FT.
OUTDOOR LIVING	135 SQ. FT.
PORCH	68 SQ. FT.

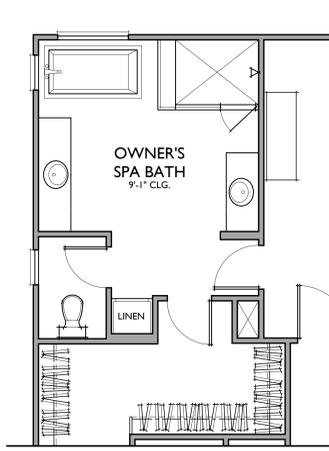
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



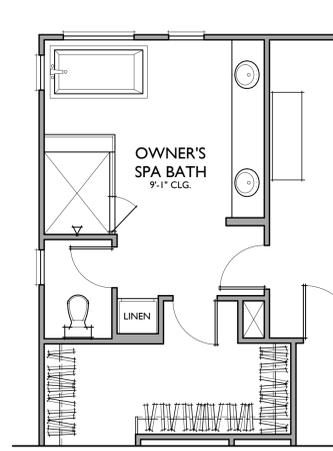
PLAN 3
TRADITIONAL



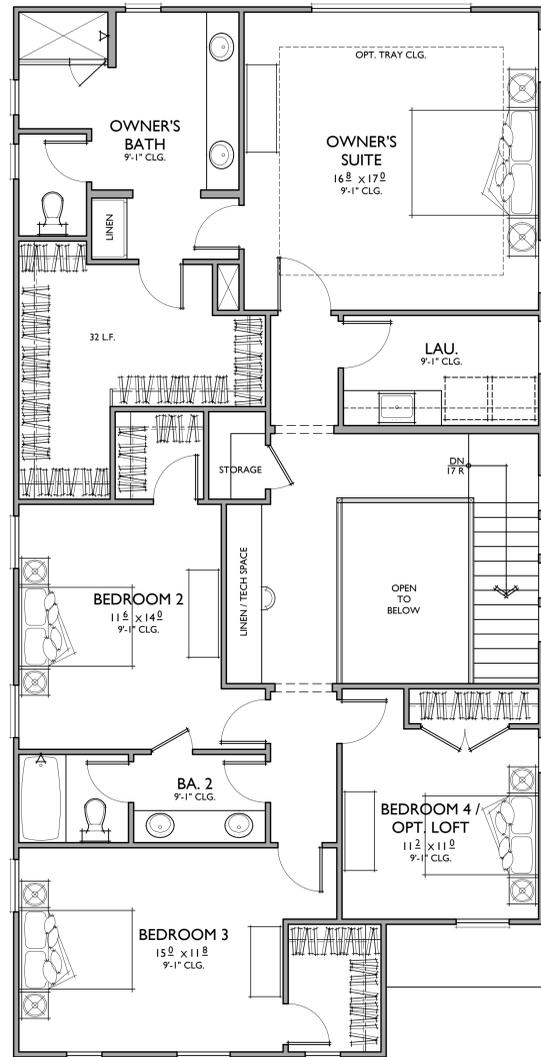
PLAN 3
CRAFTSMAN



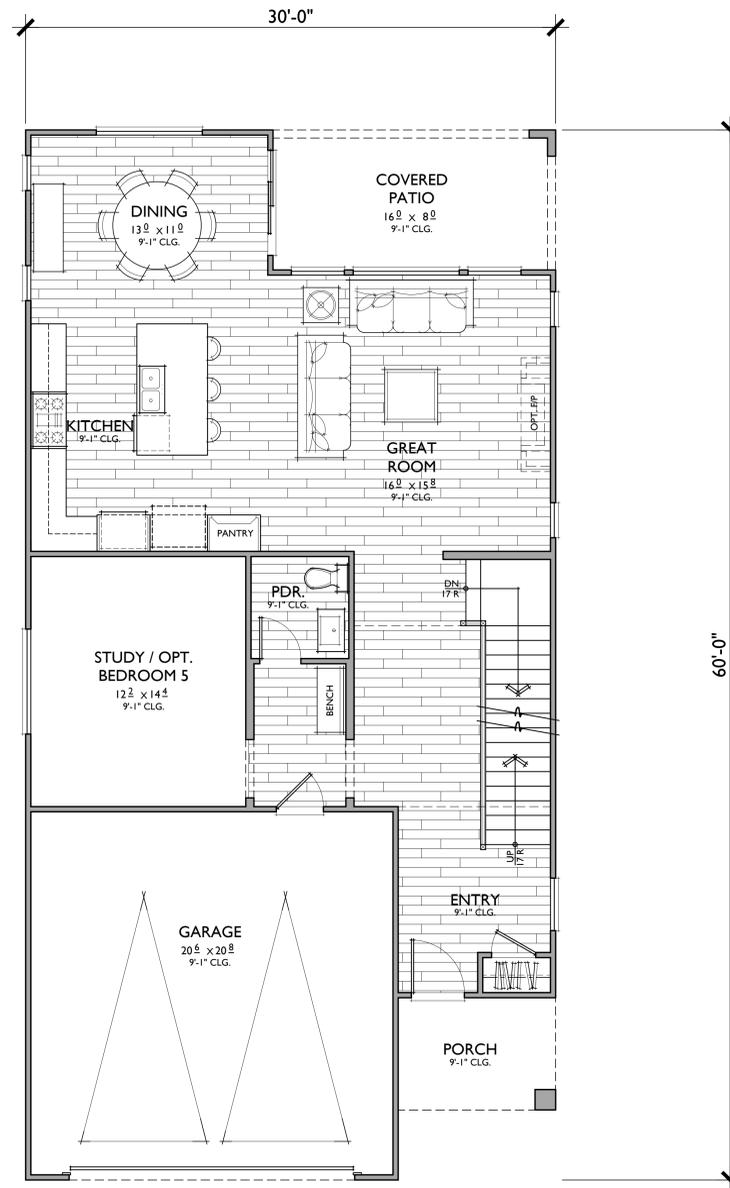
OPT. SPA BATH 2
AT OWNER'S BATH



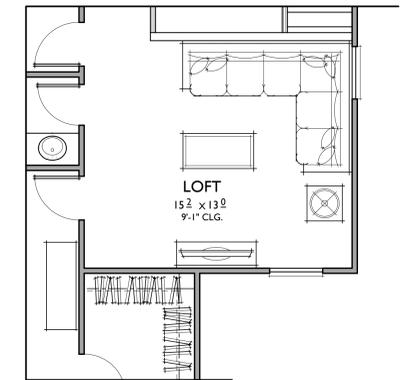
OPT. SPA BATH
AT OWNER'S BATH



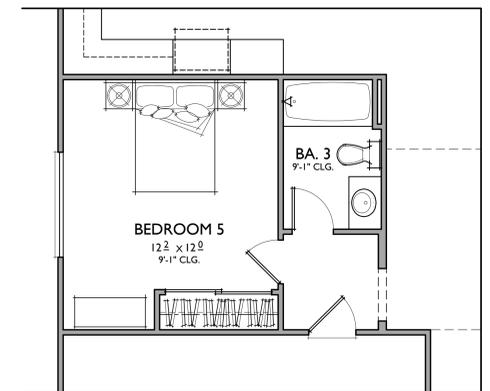
SECOND FLOOR



FIRST FLOOR



OPT. BEDROOM 5
IN LIEU OF BEDROOM 3 & BA. 3



OPT. BEDROOM 5
IN LIEU OF STUDY AND PDR

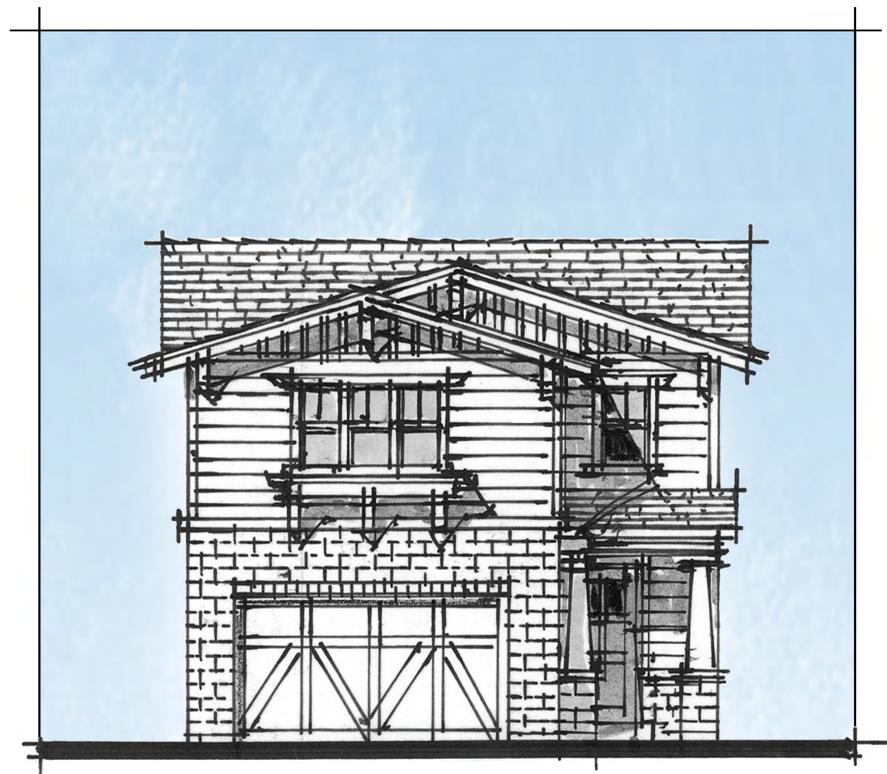
PLAN 4
4 BEDROOMS / 2.5 BATHS + STUDY
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,139 SQ. FT.
2ND FLOOR	1,614 SQ. FT.
TOTAL LIVING	2,753 SQ. FT.
BASEMENT	
2 - CAR GARAGE	441 SQ. FT.
OUTDOOR LIVING	128 SQ. FT.
PORCH	57 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



PLAN 4
TRADITIONAL



PLAN 4
CRAFTSMAN

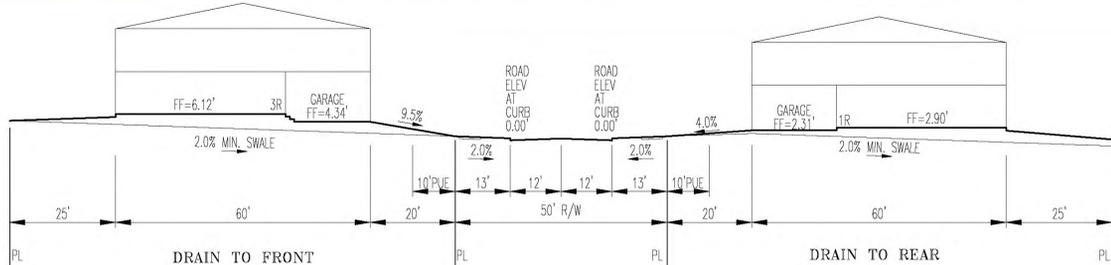
KENWOOD VILLAGE
STATEMENT OF JUSTIFICATION

EXHIBIT "E"

CONCEPT SITE PLAN

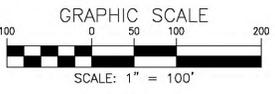


KENWOOD VILLAGE PARK
(DEDICATED UNDER ORIGINAL APPROVAL)



TYPICAL ROAD CROSS SECTION
1" = 20'

- SHADE TREE
- STREET TREE
- EVERGREEN
- ORNAMENTAL TREE
- BIOSWALE TREE



CONCEPT RENDERING
124 SINGLE FAMILY LOTS

KENWOOD VILLAGE
MELLWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpj.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: BHC Incorporated 1161 Old Georgetown Road, 2nd Floor Rockville, MD 20852 Attn: Joe Zlatowewski		TAX MAP 75-AA/04; 83-AL/1	NSCC GRID 200S209
DESIGN JRD	SHEET 1	OF 1	
DRAFT JRD	DATE MAY 2022	FILE NO: 2022-1026-01	
DATE MAY 2022		SCALE 1" = 100'	

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NOTICE OF VIRTUAL HEARING

Application Number: A-9802-C and A-9803-C

Applicant(s) Name: BHC Inc c/o Mid-Atlantic Builders

Date and time of scheduled Zoning Hearing Examiner meeting: November 2, 2022 at 9:30 A.M.

Description of Request: Application of BHC, Inc. c/o Mid-Atlantic Builders (Applicant), Walton Maryland, LLC (Owner)/ Kenwood Village, requesting to amend conditions 4, 7, 8 and 13 imposed by the District Council in Zoning Ordinance 50-1992 and 51-1992 to allow for the construction of up to 124 single family detached homes. The property contains approximately 63.1 acres of land, zoned (formally RS) located in the southeast and southwest quadrants of the intersection (proposed) of White House Road and Harry S. Truman Parkway and identified as 10212, 10210, 10208, 10206, 10207, 10209, 10211, 10204, 10202, 10200, 10201, 10203, 10205 Tax Account 5566906, 5566917, Kenwood Creek Court, 10213, 10215, 10217, 10219, 10221, 10223, 10225, 10227, 10229, 10231, 10233, 10222, 10220, 10218, 10216, 10214, 10212, 10210, 10115, 10117, 10201, 10203, 10205, 10207, 10209, 10211, 10208, 10206, 10204, 10202, 10200, 10114, 10101, 10103, 10105, 10107, 10109, 10111, 10113, 10112, 10110, 10108, 10106, 10104, 10102, 10100, Tax Account 5568120, 5568131, 5567160, Kenwood Village Lane, Tax Account 5567728 Harry S. Truman Drive, Tax Account 5567978, 5568277 White House Road, 10116, 10114, 10112, 10110, 10108, 10106, 10104, 10102, 10100, 10101, 10103, 10107, Tax Account 5568266 Deer Chase Court, Upper Marlboro, Maryland 20774.

* * * * *

Attention: Due to the current state of the novel coronavirus (COVID-19) pandemic, and the implications of the Council's Emergency Resolutions including, CR-35-2020, the Zoning Hearing Examiners Office is operating under emergency procedures. As authorized and all or a portion of the hearing will be conducted virtually and in accordance with District Council Rules of Procedure.

Requests to become Persons of Record should be submitted electronically by email to: ZHE@co.pg.md.us no later than 5:00 p.m. on October 31, 2022. Persons of Record will receive an email with information to join the virtual meeting platform. **Once you have received your Notice of Hearing, please provide an email address to ZHE@co.pg.md.us**

If you have not viewed the documents you can find them at <https://pgccouncil.us/LZIS>. Once there select "Guide", then "ZHE", then the application name and hearing date, then "meeting details" and finally "attachments".

Upon notification of an evidentiary hearing before the Zoning Hearing Examiner, any interested party shall submit documents for the record in person, by email, by other electronic portals, or in the County provided drop box. **A copy of all large Site Plans or other documents must be submitted in person in the County provided drop box.** All documents for the record shall be submitted no later than five (5) business days before the scheduled evidentiary hearing. With permission from the Zoning Hearing Examiner, a party may submit supplemental documents for the record closer to the hearing or at the hearing. Any interested party may contact The Office of the Zoning Hearing Examiner to receive a paper copy of a document if the document is not accessible online.

The Zoning Hearing Examiner shall not be responsible for resolving any technical difficulties incurred by any person participating in a virtual/remote hearing.

This notice is for informational purposes only. Per CB-1-2004 you have received this Notice of Public Hearing because you signed up to become a Person of Record. If you have any questions, please contact the Zoning Hearing Examiner at email ZHE@co.pg.md.us. or call (301) 952-3644.

DATE MAILED BY US POSTAL SERVICE/EMAILED: 9/28/2022 to Persons of Record (List attached to original in file)

From: [Tom Haller](#)
To: [Rawlings, Mary J.](#)
Subject: FW: A-9802/9803
Date: Wednesday, October 12, 2022 10:03:32 AM
Attachments: [Basic Plan Revised Exhibit J 113 Exhibit.pdf](#)
[Basic Plan Exhibit J-113.png](#)
[A-9802 Final Decision.pdf](#)
[A-9803 Final Decision.pdf](#)

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Here is the email I sent.

From: Tom Haller
Sent: Wednesday, August 17, 2022 1:40 PM
To: McNeil, Maurene E. <MEMcNeil@co.pg.md.us>
Cc: Walker-Bey, James T. <JWalkerBey@co.pg.md.us>
Subject: RE: A-9802/9803

Maurene,

Sorry for the delay in getting back to you. You asked us to revise the original Basic Plan Exhibit J-113 to reflect the conditions of approval of A-9802 and A-9803. I have attached a revised Basic Plan for your review. If this is sufficient, I can formally submit it to you to sign so that this is the Basic Plan which is being amended.

To assist you in your review, I have attached the Revised Basic Plan, the original Basic Plan and the final decision in both cases (the conditions are identical). I would also provide the following comments/notes:

- The Site Data has been revised as follows:
 - Exhibit J-113 reflected the existing zoning as R-E and the proposed zoning as R-S. We removed the reference to the old zone and simply reflected the “Approved Zoning: CDZ/RS 1.6-2.6”;
 - The gross area is still reflected as 62.9 acres, but I would note that at the later stages (CDP, PPS and SDP), the gross acreage was calculated by survey to be 63.1 acres. That is the acreage referenced in my SOJ. While that is the “correct” acreage, I don’t think there is any basis to change it on the approved basic plan as that was what the acreage was thought to be at that time. Let me know if you disagree;
 - The area of the 100 year floodplain is still reflected to be 10.2 acres. However, as with the gross acreage, at later stages it was determined that the floodplain acreage was 11.8 acres. Again, that is what it was thought to be at the time of the Basic Plan, so I don’t see a basis to change it.
 - The Net CDZ Area remains 57.9 acres on both exhibits. However, because both the gross acreage and the floodplain acreage were determined to be slightly different, the net acreage is actually 57.2, not 57.9 acres. As with the above, should we keep it the

same?

- The Basic Plan then reflects the density range permitted. Exhibit J-113 reflects a range of 92-150 dwelling units. This was based on a density range permitted in the R-S zone of 1.6-2.6 du/ac. However, the density range approved by the District Council in its decision was 1.6 to 2.18 du/ac). Thus, we have revised the Basic Plan to reflect a density range of 92-126 based on this condition. Keep in mind that based on the changes to the gross acreage and net lot area, the actual maximum density is really 124, not 124. That is what we have indicated in our Statement of Justification. I just want to point out to you that if you certify this revised Basic Plan, there are numbers on it which do not reflect existing conditions, but back in 1992 when the Basic Plans were approved, you would not have had different information and thus would not have reflected the current numbers. That is why I think the Revised Basic Plan needs to reflect what was understood at that time. Just let me know if you think differently;
- Basic Plan Notes:
 - There were 14 conditions. The Notes list those that we think needed to be reflected on the Basic Plan. Note 1 is Condition 1, Note 2 is Condition 7, Note 3 is Condition 8 and Note 4 is Condition 13. Obviously, all of the conditions could be reproduced on the Basic Plan, but we understood you to only wanted us to reflect those that actually changed the plan. The other conditions are to be addressed at later stages of the development, and we didn't think they needed to be listed. Each of the other conditions is addressed below as to why they were not included on the Basic Plan. If you think any of these conditions should be reflected in the notes, let me know.
 - Condition 2 requires that the Applicant dedicate right of way for Harry S. Truman Drive. That would be addressed at subdivision and we didn't think it needed to be added to the Basic Plan;
 - Condition 3 requires the Applicant to dedicate right of way for White House Road and construct a half section; Again, this would be addressed at a later stage of the process;
 - Condition 4 required the location and width of internal trails to be addressed at CDP. This is a later stage in the process;
 - Condition 5 prohibits damage to the Chesapeake Beach trail corridor as a result of the development of the property. We didn't think this was appropriate to list on the Basic Plan as it gets addressed at later stages;
 - Condition 6 prohibits grading prior to the CDP.
 - Condition 9 requires a TCP 1 at the time of CDP, again a later stage of development.
 - Condition 10 requires the CDP to conform to the Patuxent River Policy Plan.
 - Condition 11 requires approval of the floodplain and stormwater concept plan prior to preliminary plan.
 - Condition 12 requires the applicant to submit a floodplain study prior to preliminary plan.
 - Condition 14 requires a detailed soil study prior to SDP.

Again, if you want us to list any additional (or all) of the conditions on the Basic Plan, we can. It would certainly get crowded to try to list all of them. Once you have a chance to review this, let me

know what changes you think we need to make and I will submit it for formal certification. By the way, this is scheduled to be on the Planning Board agenda for September 15. I don't know when you would normally set the hearing, but you said that you didn't want to do that until this revised Basic Plan was certified.

Thanks.

Tom

From: McNeil, Maurene E. <MEMcNeil@co.pg.md.us>
Sent: Monday, July 18, 2022 11:38 AM
To: Tom Haller <thaller@gibbshaller.com>
Cc: Walker-Bey, James T. <JWalkerBey@co.pg.md.us>
Subject: A-9802/9803

Tom, I have looked through the old file and did not find a signed copy of the Basic Plan. Moreover, J-113 in the file has a date months before the District Council approval and that approval includes a lower density range than that shown on J-113. There may be other changes required as well.

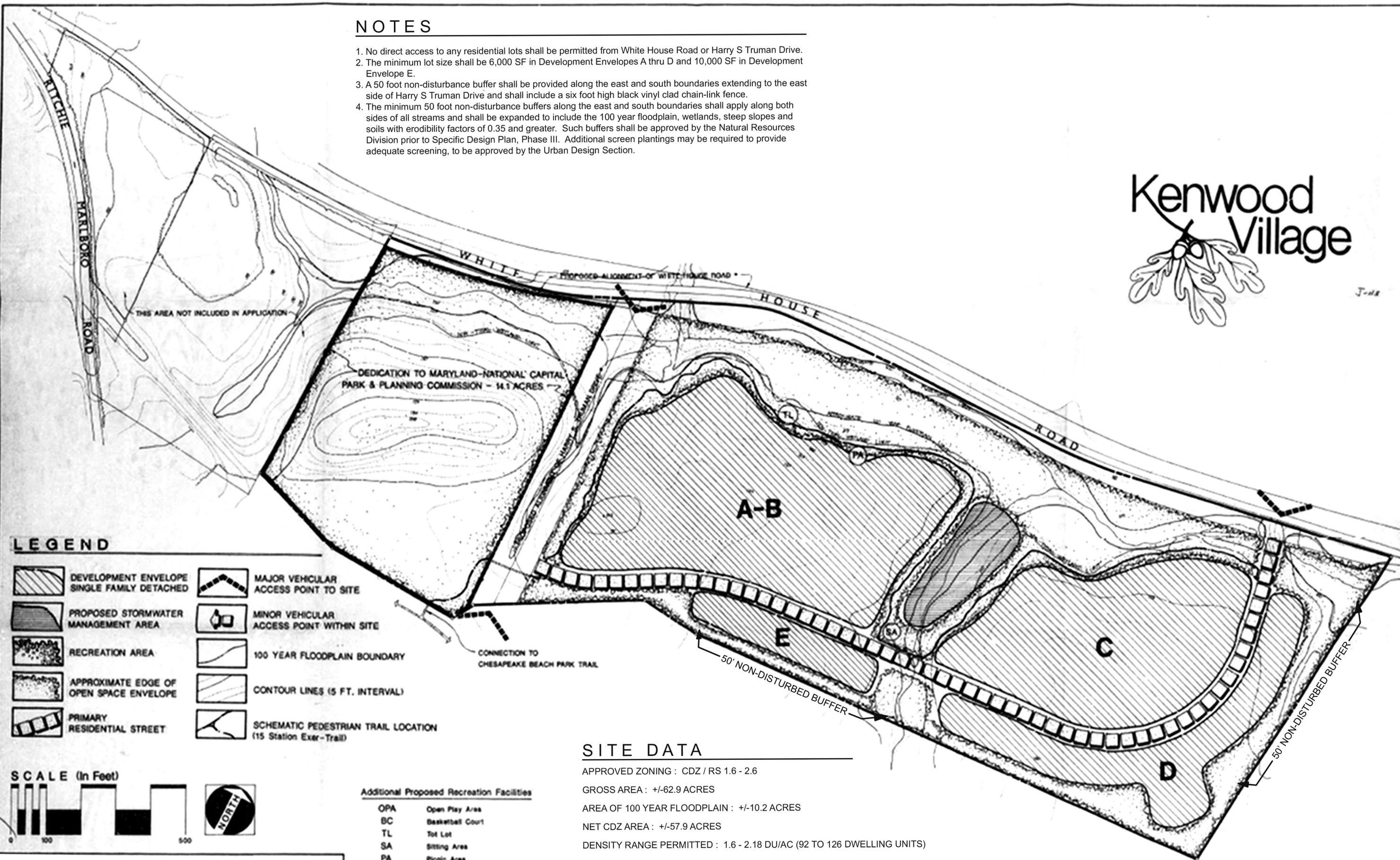
So, can you revise J-113 to meet all conditions of the District Council's approval in A-9802 and 9803? I can then sign off on that. The Clerk can initiate your recent application but it won't be heard by ZHE until you submit the other for signature.

Let me know your thoughts. Thanks.

This E-mail and any of its attachments may contain Prince George's County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.

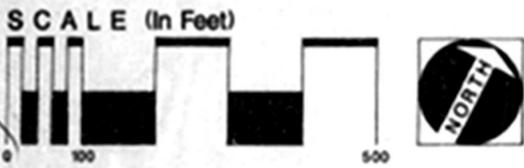
NOTES

1. No direct access to any residential lots shall be permitted from White House Road or Harry S Truman Drive.
2. The minimum lot size shall be 6,000 SF in Development Envelopes A thru D and 10,000 SF in Development Envelope E.
3. A 50 foot non-disturbance buffer shall be provided along the east and south boundaries extending to the east side of Harry S Truman Drive and shall include a six foot high black vinyl clad chain-link fence.
4. The minimum 50 foot non-disturbance buffers along the east and south boundaries shall apply along both sides of all streams and shall be expanded to include the 100 year floodplain, wetlands, steep slopes and soils with erodibility factors of 0.35 and greater. Such buffers shall be approved by the Natural Resources Division prior to Specific Design Plan, Phase III. Additional screen plantings may be required to provide adequate screening, to be approved by the Urban Design Section.



LEGEND

- | | | | |
|--|---|--|---|
| | DEVELOPMENT ENVELOPE SINGLE FAMILY DETACHED | | MAJOR VEHICULAR ACCESS POINT TO SITE |
| | PROPOSED STORMWATER MANAGEMENT AREA | | MINOR VEHICULAR ACCESS POINT WITHIN SITE |
| | RECREATION AREA | | 100 YEAR FLOODPLAIN BOUNDARY |
| | APPROXIMATE EDGE OF OPEN SPACE ENVELOPE | | CONTOUR LINES (5 FT. INTERVAL) |
| | PRIMARY RESIDENTIAL STREET | | SCHEMATIC PEDESTRIAN TRAIL LOCATION (15 Station Exer-Trail) |



Additional Proposed Recreation Facilities

- OPA Open Play Area
- BC Basketball Court
- TL Tot Lot
- SA Sitting Area
- PA Picnic Area

Note: 3.3 acres to be provided for recreation including exer-trail & pedestrian trail

* SOURCE : M-NCP&PC TRANSPORTATION PLANNING DIVISION

NOTE : BOUNDARY, TOPO AND FLOODPLAIN LOCATION ARE FROM DATA PROVIDED BY GENSEBERRY & DAVIS

SITE DATA

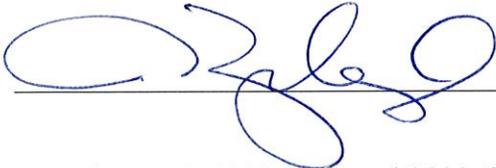
- APPROVED ZONING : CDZ / RS 1.6 - 2.6
- GROSS AREA : +/-62.9 ACRES
- AREA OF 100 YEAR FLOODPLAIN : +/-10.2 ACRES
- NET CDZ AREA : +/-57.9 ACRES
- DENSITY RANGE PERMITTED : 1.6 - 2.18 DU/AC (92 TO 126 DWELLING UNITS)

SIGN POSTING AND INSPECTION AFFIDAVIT

I, JOE Zdrojowski, hereby certify that the subject property was posted with
(print or type name)

Eight (8) sign(s) on 9/29/22
specify number (date)

I further certify that the signs were inspected no later than the 15th day of posting and ~~were maintained in a reasonable manner.~~ ^{SIX OF THE EIGHT} STENS WERE REMOVED

Signature: 

Application Numbers: A-9802-C-01 and 9803-C-01 Name: BHC, Inc. c/o Mid-Atlantic Builders

Date: 9/29/22

Address: 11611 Old Georgetown Road, Second Floor
Rockville, MD 20852

Telephone: 301-231-0009

Capacity in which you are acting: Applicant
(Owner, Applicant, Agent)

NOTE: Attach **legible** photograph(s) showing sign(s) in place. Return this affidavit and photographs to the Zoning Hearing Examiner no later than 15 days prior to the scheduled Zoning Hearing Examiner meeting (see attached map for posting locations).

* * * * *

The affidavit must be received no later than 15 days prior to the Zoning Hearing Examiner hearing. Failure to deliver the affidavit may result in rescheduling your hearing date or a recommendation for denial of the application.



ZONING HEARING EXEMPTION
HEARING
FOR INFORMATION
301-952-3644
APPROXIMATELY 17/22/2018
11/22/2018



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us
APPROXIMATE
A9802/9803
DATE: **FRIEND CONSTITUS**
11/2/22 TIME: **9:30**
VIRTUAL HEARING
OFFICE OF THE ZONING HEARING EXAMINER
Woods & Co. Administration Building
1501 McCarmack Drive
Largo, Maryland 21078



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us

APPLICATIONS
A-9802/9803-C
AMEND CONDITIONS
DATE: 11/2/22 TIME: 9:30am
VIRTUAL HEARING

OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING

FOR INFORMATION

301-952-3644

Email: ZHE@co.pg.md.us

APPLICATION#

A-9802/9803-C

AMEND CONDITIONS

DATE:

11/2/22

TIME:

9:30 AM

VIRTUAL HEARING

OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us
APPLICATION#
A-9802/9803-C
AMEND CONDITIONS
DATE: 11/2/22 TIME: 9:30 PM
VIRTUAL HEARING
OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us
APPLICATIONS
A-9800/9803-C
PREVIOUS CONDITIONS
DATE: **11/2/22** TIME: **9:30 AM**
OFFICE OF THE ZONING HEARING EXAMINER
Wayne A. Durr's Administration Building
1701 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us
APPLICATION#
A9802/19803-C
AMEND CONDITIONS
DATE: 11/2/22 TIME: 9:30 AM
VIRTUAL HEARING
OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us

APPLICATIONS
A-9802/9803-C
AMEND CONDITIONS
DATE: 11/2/22 TIME: 9:30 AM
VIRTUAL HEARING

OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774

SIGN POSTING AND INSPECTION AFFIDAVIT

I, JOE Zdrojewski, hereby certify that the subject property was posted with
(print or type name)

Eight (8)
specify number)

sign(s) on

9/29/22
(date)

I further certify that the signs were inspected no later than the 15th day of posting and were maintained in a reasonable manner.

Signature:



Application Numbers: A-9802-C-01 and 9803-C-01 Name: BHC, Inc. c/o Mid-Atlantic Builders

Date:

9/29/22

Address:

11611 Old Georgetown Road, Second Floor
Rockville, MD 20852

Telephone:

301-231-0009

Capacity in which you are acting:

Applicant

(Owner, Applicant, Agent)

NOTE: Attach legible photograph(s) showing sign(s) in place. Return this affidavit and photographs to the Zoning Hearing Examiner no later than 15 days prior to the scheduled Zoning Hearing Examiner meeting (see attached map for posting locations).

* * * * *

The affidavit must be received no later than 15 days prior to the Zoning Hearing Examiner hearing. Failure to deliver the affidavit may result in rescheduling your hearing date or a recommendation for denial of the application.



JOINING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
EARTH SHAKING
41800/98000
11/20/21 950
HEARING EXAMINER
HEARING EXAMINER
HEARING EXAMINER



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us
APPLICATIONS
A9802, 9803
ATTEND CONTESTS
DATE: 11/22, 9/30
VIRTUAL HEARING
OFFICE OF THE ZONING HEARING EXAMINER
Wynn R. Curry Administration Building
1301 McClellan Drive
Lanham, Maryland 20786



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us

APPLICATIONS
A-9802/9803-C

AMEND CONDITIONS
DATE: 11/2/22 TIME: 9:30 PM

VIRTUAL HEARING

OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING

FOR INFORMATION

301-952-3644

Email: ZHE@co.pg.md.us

APPLICATION#

A-9802/9803-C

AMEND CONDITIONS

DATE:

11/2/22

TIME:

9:30 AM

VIRTUAL HEARING

OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING

FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us

APPLICATIONS:
A-9802/9803-C

AMEND CONDITIONS
DATE: **11/2/22** TIME: **9:30 PM**

VIRTUAL HEARING
OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us

APPLICATION#
A-9802/9803-C

DATE: **11/2/22** TIME: **9:30 AM**

REVISIONS/CONDITIONS
N/A

OFFICE OF THE ZONING HEARING EXAMINER
Wayne A. Curry, Administrative Building
1301 Rockville Station
Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
 FOR INFORMATION
301-952-3644
 Email: ZHE@co.pg.md.us

APPLICATION#
A9802/19803-C

AMEND CONDITIONS
 DATE: **11/2/22** TIME: **9:30 AM**

VIRTUAL HEARING
 OFFICE OF THE ZONING HEARING EXAMINER
 Wayne K. Curry Administration Building
 1301 McCormick Drive
 Largo, Maryland 20774



ZONING HEARING EXAMINER
HEARING
FOR INFORMATION
301-952-3644
Email: ZHE@co.pg.md.us

APPLICATION#
A-9802/9803-C
AMEND CONDITIONS
DATE: 11/2/22 TIME: 9:30 AM
VIRTUAL HEARING

OFFICE OF THE ZONING HEARING EXAMINER
Wayne K. Curry Administration Building
1301 McCormick Drive
Largo, Maryland 20774

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E.

PRESIDENT

Mike Lenhart is a professional traffic engineer with over 28 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present

President – Lenhart Traffic Consulting, Inc.

2002 - 2005

Senior Project Manager - The Traffic Group, Inc.

2000 – 2002

Independent Consultant - The Traffic Group, Inc.

1999 - 2000

Senior Associate - The Traffic Group, Inc.

1998 – 1999

Division Chief – Engineering Access Permits
Maryland State Highway Administration

1990 - 1998

Traffic Engineer
Maryland State Highway Administration

Educational Background

- *Bachelors of Science in Civil Engineering*
-1990 (U of MD @ College Park)
- *Masters of Science in Traffic Engineering & Transportation Planning*
-1998 (U of MD @ College Park)

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE
- Professional Traffic Operations Engineer (PTOE) - ITE
- Member ITE

Places where Mr. Lenhart has testified as an expert witness

Allegany County – Board of Appeals, Planning Commission
Annapolis - Planning Commission, Board of Appeals
Anne Arundel County – Board of Appeals, Administrative Hearing Officer
Baltimore County – Zoning Commissioner, Planning Board
Calvert County – Planning Commission, Board of Appeals, County Commissioners
Carroll County – Board of Zoning Appeals; Planning Board
Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission,
Town of LaPlata Planning Commission & Town Council
City of Frederick – Planning Commission
Frederick County – Planning Commission, County Commissioners
Harford County – Circuit Court
Prince George’s County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel
Montgomery County – Planning Board, Zoning Examiner
Queen Anne’s County – Planning Commission, Board of Appeals
St. Mary’s County – Planning Commission; County Commissioners
Sussex County, DE – Planning Commission, Board of County Commissioners
Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5

High Accident Sections and Traffic Safety Studies
Traffic Signal Warrant Studies
Highway Design Consultation
Project Planning Consultation
Traffic Impact Study Review

Lenhart Traffic Consulting, Inc.
645 Baltimore Annapolis Blvd, Suite 214
Severna Park, MD 21146

Phone (410) 216-3333
Fax (443) 782-2288
email: mlenhart@lenharttraffic.com

Jason R. Dunlap, RLA

jdunlap@cpja.com

1751 Elton Road, Suite 300 Silver Spring, MD 20903

301.434.7000

Experience

Senior Landscape Architect / Project Manager

Charles P Johnson & Associates, Inc.

03/2021 – Present

Silver Spring, MD

- Coordinate with clients to ensure design meets their needs and specifications
- Schedule and oversee development activities to ensure deadlines are met
- Monitor the work of engineers/planners for adherence to industry standards and best management practices
- Develop project timelines, including phases of implementation, completion dates, and milestones
- Coordinate with department managers to organize project workflow and scheduling.
- Provide technical support to contractors during the construction phase of a project
- Conduct site investigation and inventory for preparation of environmental plans prior to development.
- Prepare Natural Resource Inventory Plans and Tree Conservation Plans (Type 1 and 2)
- Produce submission packages for Preliminary Plans of Subdivision, Detailed Site Plans, Specific Design Plans, Basic Plans, Conceptual Design Plans
- Prepare conceptual layouts, feasibility exhibits, site and landscape plans, and illustrative renderings.
- Collaborate with review agencies, clients, architects, attorneys, and consultants.
- Conduct site inspections to verify proper construction and installation per design plans.
- Work with homebuilders to redesign individual lots per homeowners' selections.

Senior Land Planner

Ben Dyer Associates, Inc.

01/2003 – 03/2021

Mitchellville, MD

- Prepare conceptual layouts, feasibility exhibits, site and landscape plans, and illustrative renderings.
- Produce submission packages for Preliminary Plans of Subdivision, Detailed Site Plans, Specific Design Plans, Basic Plans, Conceptual Design Plans
- Collaborate with review agencies, clients, architects, attorneys, and consultants.
- Coordinate with Field Engineering and Survey departments to review cut sheets prior to stake-out/construction
- Work with various homebuilders to resite individual lots per homeowners' selections
- Attend scheduling meetings with project managers and department heads to organize department workflow and maintain deadlines
- Mentor newer staff members with regards to company standards, expectations, quality efficient design principles, and professional growth.
- Manage and train the Planning staff on regulations and procedures necessary for various M-NCPPC approval processes, and review submission packages for completeness.
- Review and sign all plans that require a Landscape Architect professional seal.
- As a member of the Civil3D pilot team, helped establish company policies and procedures during migration to the latest platform of AutoCAD and continue to update standards as necessary
- Have led the Planning Department's development of computer related standards including CAD details, layer naming conventions, folder structure and file organization, as well as standards for Photoshop procedures and rendering techniques

Licensure and Accreditation

Maryland Registered Landscape Architect #3406

District of Columbia Registered Landscape Architect LAR000062

Maryland Department of Natural Resources Qualified Professional

OSHA 10-hour Construction Safety Certified

Education

SUNY College of Environmental Science and Forestry, Syracuse, NY

BLA 2002

Computer Knowledge

Proficient - AutoCAD Civil3D, Adobe Photoshop & Acrobat, Microsoft Office Suite, Bluebeam Revu

Familiar - Google Sketchup, Adobe Illustrator

Affiliations and Organizations

American Society of Landscape Architects, member

Council of Landscape Architectural Registration Boards, member

Maryland Building Industry Association, Prince George's County Chapter member

Violetville Community Association, member and former Treasurer



Mid-Atlantic Builders

LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Land Acquisition

A brief history and showcasing of our
Product quality and the diversity of
Mid-Atlantic Builders



LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Introduction

Since 1979, Mid-Atlantic Builders has been developing award-winning communities of all sizes, from 5 to 568 home sites, and building homes of architectural distinction. Over our 43 year history we have developed over 1,600 lots and built 2,300 homes.

As an upscale community developer and homebuilder, our goal is to be among the best in the industry. Mid-Atlantic Builders has been recognized with many national and regional awards including twelve Maryland National Capital Building Industry Association “Builder of the Year” awards, “Environmental Builder of the Year”, “Developer of the Year” and the coveted National Association of Homebuilders (NAHB) “America’s Best Builder” by Builder Magazine. Our financial stability is the envy of our peers as we maintain exceptionally low debt-equity ratios in both our land and home building entities.

Our executive staff offers over 170 years of combined industry experience with the proven capability to design and build award winning homes and communities. We believe that we are uniquely qualified to assume the high-end builder role in your community.

Awards





**Mid-Atlantic
Builders**

LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Single Family Homes

The Palmero

46' x 40' 3,009 SF



The Modena

48' x 41' 2,517 SF



The Capri

50' x 52' 1,802 SF



The Sorrento

54' x 44' 3,404 SF



The Monticello

56' x 54' 3,227 SF



The Somerset

56' x 47' 3,294 SF



The Sierra

58' x 55' 3,675 SF



The Toscana

60' x 73' 3,846 SF



The Venezia

62' x 62' 5,146 SF



Auburn

40' x 49' 4,703 SF



Trapani

46' x 55' 5,865 SF



Sanremo

54' x 64' 6,225 SF





**Mid-Atlantic
Builders**

LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Townhomes

The Verona/Siena 58' x 71' 3,647_{SF}/58' x 64' 3,324_{SF}



The Savannah 24' x 38' 2,400 SF Ext./22' x 38' 2,376 Interior



Waverly & Grove

24' x 40' 2,333 SF



Urban Town

24' x 54' 2,824 SF





LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Midtown

32' x 38' 2,848 SF



District Town

20' x 54' 2,593 SF



Hudson

22' x 50' 2,607 SF





LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Lafayette

24' x 44' 2,992 SF



Waverly

24' x 50' 2,728 SF





LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Vista Town

24' x 54' 2,824 SF



Greenwich & Gramercy

20' x 40-50' 1,984 - 2,464 SF





LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Chelsea

24' x 50' 2,833 SF





**Mid-Atlantic
Builders**

LUXURY. STYLE. DESIGN. **PERSONALIZED.**

Land Development

Woodmore North



Mid-Atlantic
Builders

LUXURY. STYLE. DESIGN. **PERSONALIZED.**



Falconaire



LUXURY. STYLE. DESIGN. **PERSONALIZED.**



Villages of Savannah



Mid-Atlantic
Builders

LUXURY. STYLE. DESIGN. **PERSONALIZED.**



Villages of Savannah



**Mid-Atlantic
Builders**

LUXURY. STYLE. DESIGN. **PERSONALIZED.**



2021 MBIA Land Development Council Award of Excellence

COMMUNITIES

The Villages of Savannah - Forsyth Village		Start Date:	June 2020
City, State:	Brandywine, MD	Completion Date:	TBD
County:	Prince George's	Model Type:	Capri, Palermo, Sorrento
Developer:	 Mid-Atlantic Builders	Series Type:	Estate, Multi-Gen, Single-Level Living
Lot Type:	80' wide, ¼ - ½ acre lots	Starting Prices:	Upper \$400's
# of Lots:	569		
Awards:	Best Interior Merchandising Single Family \$600-699K (The Palermo Model) – 2019 Maryland Building Association (MBIA) Award of Excellence Best Model Home Sales Center - 2019 Great American Living Award (GALA) Best Signage Program - 2019 GALA Best Design & Architecture Detached Home \$400-\$500K (The Capri Model) - 2019 GALA Best Design & Architecture Detached Home \$600-\$700K (The Palermo Model) - 2019 GALA Award of Merit Design & Architecture Detached Home \$700-\$850K (The Sorrento Model) - 2019 GALA Outstanding Home – Large Volume Single Family Detached \$500-599K (The Capri Model) – 2018 MBIA Award of Excellence Outstanding Home - Large Volume Single Family Detached \$600-699K (The Palermo Model) – 2018 MBIA Award of Excellence Outstanding Home - Large Volume Single Family Detached \$700-799K (The Sorrento Model) – 2018 MBIA Award of Excellence Outstanding Design & Architecture – Single Level Detached Lots under 10,000 SF \$500-599K (The Capri Model) – 2018 MBIA Award of Excellence Outstanding Design & Architecture – Multi-Generational Detached Lots under 10,000 SF \$600-699K (The Palermo Model) – 2018 MBIA Award of Excellence Outstanding Design & Architecture – Estate Detached Lots under 10,000 SF \$700-799K (The Sorrento Model) – 2018 MBIA Award of Excellence Outstanding Sales Center/Marketing - 2018 MBIA Award of Excellence		

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The Villages of Savannah - Forsyth Village (CONTINUED)

Summary Description:

Strategically located off Floral Park Road to provide more privacy and open green space, The Villages of Savannah® is less than 2 miles from Route 5, new shopping centers including Brandywine Crossing (which includes a new Costco, Target and Safeway) and numerous other shops and restaurants. While just a short commute to Annapolis and Washington, DC., the entire community is bordered by woodlands where homeowners enjoy year-round access to nature, wildlife, and peaceful living. Most of the community's homes are situated on cul-de-sacs that back to extensive open space and privacy. Savannah features a monumental entrance based on authentic southern style architectural themes from Historic Savannah, which includes a working water fountain in the median strip at the main entrance, extensive brick walls and landscaping reminiscent of Savannah, Georgia. Madison Village is the fourth phase of this project (see Completed Residential Projects) and the first to offer award-winning estate, multi-generational and single-level living homes.

The Villages of Savannah - Madison Village		Start Date:	December 2018
City, State:	Brandywine, MD	Completion Date:	TBD
County:	Prince George's	Model Type:	Capri, Palermo, Sorrento
Developer:	 Mid-Atlantic Builders	Series Type:	Estate, Multi-Gen, Single-Level Living
Lot Type:	80' wide, ¼ - ½ acre lots	Starting Prices:	Upper \$400's
# of Lots:	566		

Awards:

- Best Interior Merchandising Single Family \$600-699K (The Palermo Model) – 2019 Maryland Building Association (MBIA) Award of Excellence
- Best Model Home Sales Center - 2019 Great American Living Award (GALA)
- Best Signage Program - 2019 GALA
- Best Design & Architecture Detached Home \$400-\$500K (The Capri Model) - 2019 GALA
- Best Design & Architecture Detached Home \$600-\$700K (The Palermo Model) - 2019 GALA
- Award of Merit Design & Architecture Detached Home \$700-\$850K (The Sorrento Model) - 2019 GALA
- Outstanding Home – Large Volume Single Family Detached \$500-599K (The Capri Model) – 2018 MBIA Award of Excellence
- Outstanding Home - Large Volume Single Family Detached \$600-699K (The Palermo Model) – 2018 MBIA Award of Excellence
- Outstanding Home - Large Volume Single Family Detached \$700-799K (The Sorrento Model) – 2018 MBIA Award of Excellence
- Outstanding Design & Architecture – Single Level Detached Lots under 10,000 SF \$500-599K (The Capri Model) – 2018 MBIA Award of Excellence
- Outstanding Design & Architecture – Multi-Generational Detached Lots under 10,000 SF \$600-699K (The Palermo Model) – 2018 MBIA Award of Excellence
- Outstanding Design & Architecture – Estate Detached Lots under 10,000 SF \$700-799K (The Sorrento Model) – 2018 MBIA Award of Excellence
- Outstanding Sales Center/Marketing - 2018 MBIA Award of Excellence

Summary Description:

Strategically located off Floral Park Road to provide more privacy and open green space, The Villages of Savannah® is less than 2 miles from Route 5, new shopping centers including Brandywine Crossing (which includes a new Costco, Target and Safeway) and numerous other shops and restaurants. While just a short commute to Annapolis and Washington, DC., the entire community is bordered by woodlands where homeowners enjoy year-round access to nature, wildlife, and peaceful living. Most of the community's homes are situated on cul-de-sacs that back to extensive open space and privacy. Savannah features a monumental entrance based on authentic southern style architectural themes from Historic Savannah, which includes a working water fountain in the median strip at the main entrance, extensive brick walls and landscaping reminiscent of Savannah, Georgia. Madison Village is the fourth phase of this project (see Completed Residential Projects) and the first to offer award-winning estate, multi-generational and single-level living homes.

Ashleigh

City, State:	Bowie, MD	Start Date:	2002, again 2009
County:	Prince George's	Completion Date:	2004, 2009
Developer:	James G. Sakellaris Construction Co.	Model Type:	Windsor
Lot Type:	80' wide, ¼ acre lots	Series Type:	Manor
# of Lots:	50	Starting Prices:	\$400s
Awards:	Best Single Family Home (The Windsor Model) Monument Award		

Summary Description:

Located close to Church Road and MD-214. Developed by GGS. Sales of fifty lots began from the Windsor model in the winter of 2003.

Ashleigh at Woodmore Estates

City, State:	Bowie, MD	Start Date:	February 2011
County:	Prince George's	Completion Date:	July 2013
Developer:	James G. Sakellaris Construction Co.	Model:	No model
Lot Type:	1 acre	Series Type(s):	Manor & Classic
# of Lots:	13	Starting Prices:	Upper \$400's

Summary Description:

Private enclave cul-de-sac off Church Road, convenient to local amenities. Spacious 1-acre lots accommodate Mid-Atlantic's newest and largest architecture. Sales began in 2010.

Ashleigh Station		Start Date:	October 2006
City, State:	Bowie, MD	Completion Date:	February 2010
County:	Prince George's	Model Type:	None
Developer:	 Mid-Atlantic Builders	Series Type:	Manor
Lot Type:	80' wide, 1/3 to 1/2 acre lots	Starting Prices:	\$400's
# of Lots:	29		
Summary Description:			
Located on Hall Road at the intersection of MD-301 and MD-214 (Central Ave.) in Bowie, MD. Developed by Mid-Atlantic Builders. 29 half acre lots, with starting prices at \$429,990. Sales began in October 2006.			

Beechtree		Start Date:	February 2004
City, State:	Upper Marlboro, MD	Completion Date:	December 2015
County:	Prince George's	Model Type:	Amherst
Developer:	Ryko Development	Series Type:	Classic
Lot Type:	80' wide, 1/4 acre lots	Starting Prices:	\$400's
# of Lots:	172		
Awards:	Best Production Builder Brick in Homebuilding Award Best Sales Center (The Amherst Model) MAME Award Best Single Family Home (The Amherst Model) Monument Award Outstanding Owners Bath Design (The Amherst Model) Monument Award Outstanding Kitchen Design (The Amherst Model) Monument Award		
Summary Description:			
Located at the intersection of Route 301 and Leeland Road in Upper Marlboro, MD and just 15 minutes from the Capital Beltway via Route 4. Developed by Ryko Development out of Texas, this community features a 3-acre lake, along with 1,200 acres divided into several villages that collectively encompass approximately 1,500 lots. Lake Presidential Golf Club offers an award-winning, Greg Norman designed 18-hole golf course, along with a clubhouse, swimming, tennis and more.			

Beechtree Villas		Start Date:	Spring 2008
City, State:	Upper Marlboro, MD	Completion Date:	March 2009
County:	Prince George's	Model Type:	Verona
Developer:	Ryko Development	Series Type:	Villas
Lot Type:	65' wide lots	Starting Prices:	Mid \$600's
# of Lots:	2		
Awards:	Best Attached Home (The Verona Model) Monument Award Best Attached Home (The Sienna Model) Monument Award Outstanding Master Suite Features (The Verona Model) Monument Award Outstanding Master Suite Features (The Sienna Model) Monument Award		
Summary Description:			
Sales of the Villas, semi-detached homes on 65-foot lots began in Spring, 2008 with starting prices in the mid-\$600's.			

The Bequest at Fairwood		Start Date:	May 2004
City, State:	Bowie, MD	Completion Date:	Spring 2005
County:	Prince George's	Model Type:	None
Developer:	The Rouse Company	Series Type:	Signature

Lot Type: 1 acre lots
of Lots: 4

Summary Description:

Located near the planned community of Fairwood, with its own private, gated entrance. Homeowners enjoy all of the amenities of Fairwood, including swimming, tennis and ball fields, a thirty acre soccer complex and over 7 ½ miles of trails. Home sales in this exclusive enclave opened in May, 2004, and sold out very quickly.

Canter Creek

City, State:	Upper Marlboro, MD	Start Date:	Summer/Fall 2015
County:	Prince George's	Completion Date:	August 2019
Developer:	Walton Canter Creek Development, LLC	Model:	Monticello
Lot Type:	¼ acre	Series Type(s):	Manor
# of Lots:	53	Starting Prices:	Upper \$400's
Awards:	2018 PEPCO New Homes Project of the Year (most energy-efficient homes)		

Summary Description:

Located on Frank Tippet Road near Routes 301 and 4 in Upper Marlboro, Maryland, this project is in the Rosaryville area south of Andrews Air Force Base and developed around a 25-acre community park, connected by trails to the rest of the community. Private wooded homesites accommodate house sizes ranging from 2,700 to more than 6,700 square feet. Walton Canter Creek Development, LLC chose Mid-Atlantic Builders and Ryan Homes to build out this 400 unit subdivision.

Claggett Landing

City, State:	Upper Marlboro, MD	Start Date:	June 2004
County:	Prince George's	Completion Date:	Winter 2005
Developer:	Michael T. Rose Companies	Model Type:	None
Lot Type:	2-5 acre	Series Type:	Signature
# of Lots:	17	Starting Prices:	\$600's

Summary Description:

Located just off MD-214 and MD-301. Developed by Michael T. Rose Companies. Sales of 17 homesites began in June, 2004, with prices in the \$600's.

Club Cove at Woodmore

City, State:	Mitchellville, MD	Start Date:	July 1998
County:	Prince George's	Completion Date:	1999
Developer:	Gasner	Model Type:	None
Lot Type:	½ acre	Series Type:	Executive
# of Lots:	9	Starting Prices:	\$300's

Summary Description:

Located in the exclusive Woodmore area in Mitchellville, Maryland. Developed by a local development company. Sales of just 9 lots began in July, 1998, with prices in the mid-\$300's. Two homes were constructed by Mid-Atlantic Custom Builders, Inc.

Country Club Estates

City, State:	Mitchellville, MD	Start Date:	2002
County:	Prince George's	Completion Date:	2003
Developer:	Prima Builders	Model Type:	None
		Series Type:	Manor

Lot Type:	½ acre lots	Starting Prices:	Mid \$300's
# of Lots:	16		

Summary Description:

Located on Lottsford Road in Mitchellville, Maryland. Originally developed and partially built by Prima Builders. Sales on 15 lots began in early 2002, with prices in the mid-\$300's.

Enterprise Estates at Woodmore

City, State:	Bowie, Maryland	Start Date:	June 2011
County:	Prince George's	Completion Date:	December 2013
Developer:	 Mid-Atlantic Builders	Model:	No model
Lot Type:	½ acre	Series Type(s):	Manor
# of Lots:	9	Starting Prices:	\$470's

Summary Description:

Also known as Heiberger Estates and located in Bowie on Enterprise Road, these nine half-acre homesites are centered between Annapolis and Washington, just minutes inside the Beltway and close to Woodmore Country Club and the popular Enterprise Golf Course. All homes at this community have Mid-Atlantic's Tuscany Gourmet Kitchen and our unique Spa Bath Suite.

Fairwood

City, State:	Bowie, MD	Start Date:	Summer 2002
County:	Prince George's	Completion Date:	May 2012
Developer:	General Growth Properties	Model Type:	Somerset
Lot Type:	80' wide, ¼ acre lots	Series Types:	Manor, Executive
# of Lots:	96	Starting Prices:	\$400's
Awards:	Best Single Family Home (The Somerset Model) Monument Award		

Summary Description:

Located on MD-450 in Bowie. Developed by The Rouse Company, which became General Growth Properties after a merger. Fairwood is a unique community for Prince George's County, as it incorporates a variety of housing types accented with a local shopping area, extensive hiking and riding trails, and acres of open space. Sales started in Summer, 2002, with prices starting in the low \$400's.

Glenn Estates

City, State:	Lanham, MD	Start Date:	1995
County:	Prince George's	Completion Date:	1998
Developer:	U.S. Home Corporation	Model Type:	Somerset
Lot Type:	80' wide, ¼ acre lots	Series Type:	Manor
# of Lots:	46		
Awards:	Best Single Family Home (The Somerset Model) Monument Award		

Summary Description:

Located at MD-450 and Forbes Boulevard in Lanham, Maryland. Developed by U.S. Home Corporation. Seven different Manor Series home designs were offered for 46 lots.

Lakeview

City, State:	Bowie, MD	Start Date:	January 2000
County:	Prince George's	Completion Date:	Summer 2003
Developer:	 MID-ATLANTIC COMPANIES	Model Type:	Somerset
		Series Types:	Manor, Executive

Lot Type:	80' wide, ¼ acre lots	Starting Prices:	\$250's
# of Lots:	148		
Awards:	Best Site Land Planning Monument Award Best Planned Community Design Monument Award Best Single Family Home (Somerset Model) Monument Award		

Summary Description:

Located on MD-450 in Bowie, Maryland. This Planned Unit Development community was developed by Mid-Atlantic Companies with a total of 148 homes. Mid-Atlantic completed 105 homes and Ryan Homes built the remaining 43. Land development began in March 1999 and began lot deliveries in July 1999. Sales began from the Somerset model in January 2000, with prices starting in the \$250's.

Longleaf

City, State:	Bowie, MD	Start Date:	June 1997
County:	Prince George's	Completion Date:	Fall 2001
Developer:	Donatelli & Klein	Model Type:	Windsor
Lot Type:	75'-80' wide, ¼ acre lots	Series Type:	Manor
# of Lots:	109	Starting Prices:	\$250's
Awards:	Best Single Family Home (The Windsor Model) Monument Award		

Summary Description:

Located at MD-50 and MD-301 in Bowie, Maryland. This Planned Unit Development community was developed by Donatelli & Klein with a total of 220 units, of which 109 were completed by Mid-Atlantic. Other builders included Richmond American Homes and McDaniels Homes. Prices started in the \$250's. Mid-Atlantic exceeded expectations, outperformed the competition, and was given additional lots from other builders' allotments after selling at a pace equal to twice that of its nearest competitor, and purchased the remaining lots from Richmond American to close out the community.

Manning Village

City, State:	Accokeek, MD	Start Date:	Fall 2001
County:	Prince George's	Completion Date:	Fall 2005
Developer:	Upshire Capital Partners, LLC	Model Type:	Sierra
Lot Type:	½ to 2 acre lots	Series Types:	Manor, Executive
# of Lots:	52	Starting Prices:	\$300's

Summary Description:

Located on the Route 210 corridor in Accokeek, Maryland. Developed by a joint venture between Upshire Capital Partners, LLC and the landowner. Mid-Atlantic built a total of 52 homes in this Planned Unit Development, including Manor series homes on half-acre lots and modified Executive series homes on lots up to 2 acres. Prices started in the low \$300's for the Manor series homes and \$370's for the modified Executive series homes.

Meadow Creek

City, State:	Upper Marlboro, MD	Start Date:	Spring 2005
County:	Prince George's	Completion Date:	August 2012
Developer:	 MID-ATLANTIC C O M P A N I E S	Model Type:	None
Lot Type:	100-125' wide, 2-4 acre	Series Types:	Classic, Executive
# of Lots:	33	Starting Prices:	\$500's

Summary Description:

Located on Old Crain Highway between Route 4 and MD-301, just 15 minutes from the Beltway, with easy access to Mitchellville, Bowie, Annapolis, and the entire nation's capital area. Developed by Mid-Atlantic Companies. Offers a beautiful and private enclave of homes.

Old Chapel Estates

City, State: Bowie, MD
 County: Prince George's
 Developer: Design Tech Developers
 Lot Type: ½ acre lots
 # of Lots: 26

Start Date: 1997
 Completion Date: Fall 1997
 Model Type: None
 Series Type: Manor

Summary Description:

Located off Old Stage Road in Bowie, Maryland. Developed by Design Tech Developers. This was an in-fill project that was stalled after the initial builder defaulted. Principals of Mid-Atlantic enjoyed a long-term relationship with the developer and smoothly stepped in to complete the project.

Parkside at Westphalia – Singles

City, State: Upper Marlboro, MD
 County: Prince George's
 Developer: Blythewood Partners, LLC
 Lot Type: 1/5th of an acre (8,000 s.f.)
 # of Lots: 85 single family

Start Date: Spring 2014
 Completion Date: November 2020
 Model: Sorrento
 Series Type(s): Manor
 Starting Prices: Upper \$400's to \$600's

Awards: Best Interior Merchandising Single Family \$600-700K (The Sorrento Model) – 2015 Great American Living Award (GALA)

Summary Description:

Located off Route 4 and I-495 at Presidential Parkway, this property was formerly known as the Smith Home Farm and will contain over 1800 residential units in Phase 1. It is being developed by Woodridge Capital Partners, LLC out of Los Angeles, CA. Initially 3 major builders have sections of singles and townhomes, including Mid-Atlantic Builders, Dan Ryan Builders, Ryland Homes, and Stanley Martin. Permit applications began in the Fall of 2012, but due to development and permitting delays, the single family Sorrento model home did not commence construction until May 2014. Paving of the first 12 single family production lots occurred in late July 2014. Parkside is part of the larger Westphalia new town project, which is the largest development project in Prince George's County since National Harbor.

Parkside at Westphalia - Townhouses

City, State: Upper Marlboro, MD
 County: Prince George's
 Developer: Blythewood Partners, LLC
 Lot Type: 24' wide THs
 # of Lots: 98 Greenwich Series 24' wide townhomes

Start Date: Summer 2015
 Completion Date: June 2020
 Model: The Grove, The Waverly
 Series Type(s): Greenwich Townhomes
 Starting Prices: Upper \$400's

Awards:

Summary Description:

Located off Route 4 and I-495 at Presidential Parkway, this scenic property was formerly known as the Smith Home Farm and will contain over 1800 residential units in Phase 1. It is being developed by Woodridge Capital Partners, LLC out of Los Angeles, CA. Initially 3 major builders have sections of singles and townhomes, including Mid-Atlantic Builders of Parkside Singles, LLC and Mid-Atlantic Builders of Parkside Townhomes, LLC. Permit applications began in the Fall of 2012, and due to development and permitting delays the townhome models are anticipated to begin construction in September 2014. Paving of the first 12 single family production lots occurred in late July 2014. Parkside is part of the larger Westphalia new town project, which is the largest development project in Prince George's County since National Harbor.

Riverview Reserve

City, State: Tantallon, MD
 County: Prince George's
 Developer:  Mid-Atlantic Builders
 Lot Type: 1 acre lots
 # of Lots: 19

Start Date: May 2002
 Completion Date: Spring 2003
 Model Type: None
 Series Type: Executive
 Starting Prices: \$480's

Summary Description:

Located in Tantallon, Maryland, with magnificent views of the Potomac River. Sales of Executive series homes on one-acre homesites began in May 2002. The lots were purchased from Land & Commercial, Inc., who secured the development approvals.

Saddlebrook East

City, State: Bowie, MD
 County: Prince George's
 Developer: Diversified Investment Associates, Inc.
 Lot Type: ¼ to ½ acre lots
 # of Lots: 50
 Awards: 1999 Finest for Family Living Best Home Design

Start Date: 1999
 Completion Date: Spring 2001
 Model Type: Aspen
 Series Type: Manor
 Starting Prices: \$240's

Summary Description:

Located in Bowie, Maryland. Developed by Richmond American and taken over by their lenders/investors, Richard Kress and Richard Braver, aka Diversified Investment Associates, Inc. This community featured nearly all home sites backing to woods. Prices started in the \$240's. By March 2000, Mid-Atlantic had exceeded expectations, far outpaced its only rival, Pulte Homes, despite a \$100,000 higher selling price, and nearly sold out of its 50 lots in less than two years.

Saddlebrook Estates

City, State: Bowie, Maryland
 County: Prince George's
 Developer: Cherrywood Development LLC
 Lot Type: 1 acre
 # of Lots: 7

Start Date: June 2011
 Completion Date: Summer 2014
 Model: No model
 Series Type(s): Manor & Executive
 Starting Prices: Mid \$500's

Summary Description:

A private enclave of 7 homesites featuring Mid-Atlantic's newest architecture set on spacious 1-acre lots.

Saddlebrook West

Start Date: January 2001

City, State:	Bowie, MD	Completion Date:	February 2004
County:	Prince George's	Model Type:	Aspen
Developer:	Washington Mgmt. & Devmt., Inc.	Series Type:	Manor
Lot Type:	80-100' wide, ¼ acre lots	Starting Prices:	\$250's
# of Lots:	53		
Awards:	Best Single Family Home (The Aspen Model) Monument Award Home Tour Award for Excellence Monument Award		

Summary Description:

Located off Race Track Road in Bowie, Maryland. Developed by Washington Management & Development, Inc. Other builders in this community included Caruso Homes and Ryan Homes. Mid-Atlantic began sales on 53 homesites in January 2001, with starting prices in the \$250's, and sold out eight months later.

Silverbrook

City, State:	Bowie, MD	Start Date:	August 1988
County:	Prince George's County	Completion Date:	1992
Developer:	 MID-ATLANTIC COMPANIES		
Lot Type:	⅓ to ½ acre lots		
# of Lots:	58		
Awards:	Best Planned Community Design Monument Award Best Single-Family Community by Prince George's County Economic Development Corporation		

Summary Description:

Located off MD-450, an address by which all future luxury communities in Prince George's County would be measured. This exclusive community of 58 homesites was developed by Mid-Atlantic and featured two builders, Fairfield Homes, Inc. and Long Signature Homes, Inc. Sales began in August 1988 with starting prices ranging from the \$230's to the \$320's.

The Delight at Fairwood

City, State:	Bowie, MD	Start Date:	October 2019
County:	Prince George's	Completion Date:	March 2021
Developer:	 Mid-Atlantic Builders	Model:	N/A
Lot Type:	Townhouse/Condominium	Series Type(s):	Urban Towns: District Series
# of Lots:	20	Starting Prices:	Mid \$400's
Awards:			

Summary Description:

Located on MD-450 in Bowie. In autumn 2019, Mid-Atlantic acquired 20 townhouse/condominium lots on which to build their District Series of Urban Towns, which will be the last new homes available at Fairwood, conveniently located just steps from the new community center and pool. Fairwood was originally developed by The Rouse Company, which became General Growth Properties after a merger. This is Mid-Atlantic's return to this property, having previously sold single family homes here beginning in 2002, and selling out in 2012. Fairwood is a unique community for Prince George's County, as it incorporates a variety of housing types accented with a local shopping area, extensive hiking and riding trails, acres of open space, a community center, pool, parks, and playgrounds.

**The Villages of Savannah -
Telfair Village**

City, State:	Brandywine, MD	Start Date:	Summer 2015
County:	Prince George's	Completion Date:	Fall 2019
		Model Type:	Somerset, Modena, Sorrento

Developer:	 Mid-Atlantic Builders	Series Type:	Manor
Lot Type:	80' wide, ¼ - ½ acre lots	Starting Prices:	\$500's
# of Lots:	566		
Awards:	Best Sales Office (The Sorrento Model) Great American Living Awards (GALA)		

Summary Description:

Strategically located off Floral Park Road to provide more privacy and open green space, The Villages of Savannah® is less than 2 miles from Route 5, new shopping centers including Brandywine Crossing (which includes a new Costco, Target and Safeway) and numerous other shops and restaurants. While just a short commute to Annapolis and Washington, DC., the entire community is bordered by woodlands where homeowners enjoy year-round access to nature, wildlife, and peaceful living. Most of the community's homes are situated on cul-de-sacs that back to extensive open space and privacy. Savannah features a monumental entrance based on authentic southern style architectural themes from Historic Savannah, which includes a working water fountain in the median strip at the main entrance, extensive brick walls and landscaping reminiscent of Savannah, Georgia.

**The Villages of Savannah -
Chatham Village**

City, State:	Brandywine, MD	Start Date:	September 2005
County:	Prince George's	Completion Date:	Fall 2016
Developer:	 Mid-Atlantic Builders	Model Type:	Somerset, Modena
Lot Type:	80' wide, ¼, ½ & ½ acre lots	Series Type:	Manor
# of Lots:	566	Starting Prices:	\$300's

Summary Description:

Located off of Floral Park Road, The Villages of Savannah offers privacy and open green space only minutes from MD Route 5 and Route 301, numerous shops and restaurants. Close to Annapolis and Washington, DC, the community is being developed by Mid-Atlantic. Savannah features an extensive monumental entrance based on authentic southern style architectural themes which includes a working falling water fountain in the median strip at the main entrance, extensive brick walls and landscaping reminiscent of Savannah, Georgia.

**The Villages of Savannah -
Davenport Village**

City, State:	Brandywine, MD	Start Date:	September 2005
County:	Prince George's	Completion Date:	Fall 2016
Developer:	 Mid-Atlantic Builders	Model Type:	Somerset, Modena
Lot Type:	80' wide, ¼, ½ & ½ acre lots	Series Type:	Manor
# of Lots:	566	Starting Prices:	\$300's

Summary Description:

Located off of Floral Park Road, The Villages of Savannah offers privacy and open green space only minutes from MD Route 5 and Route 301, numerous shops and restaurants. Close to Annapolis and Washington, DC, the community is being developed by Mid-Atlantic. Savannah features an extensive monumental entrance based on authentic southern style architectural themes which includes a working falling water fountain in the median strip at the main entrance, extensive brick walls and landscaping reminiscent of Savannah, Georgia.

The Villages of Steeplechase

City, State:	La Plata, MD	Start Date:	September 2008
County:	Charles	Completion Date:	2009
		Model Types:	Charleston, Savannah

Developer:	Lenhart Development	Series Type:	Townhomes
Lot Type:	22'-24' wide/32-34' wide	Starting Prices:	\$300's
# of Lots:	86/60		

Summary Description:

Located in La Plata, Steeplechase offers luxurious living in a townhome community that offers a blend of quiet countryside and urban conveniences. Features a community pool, Resident's Club, parks and roof-top terraces.

Timber Ridge

City, State:	Clinton, MD	Start Date:	July 2005
County:	Prince George's	Completion Date:	2009
Developer:	Timberlake Homes	Model Type:	Firenze
Lot Type:	80' wide, ¼ to ½ acre lots	Series Type:	Manor
# of Lots:	40	Starting Prices:	\$300's
Awards:	Outstanding Master Suite (Firenze Model) Monument Award Outstanding Owners Suite Bath Design (Firenze Model) Monument Award		

Summary Description:

Located off Route 5 in Clinton, MD, with easy access to Washington, DC, Baltimore, and Annapolis. Developed by Timberlake Homes. 80' lots in private, natural settings, with many backing to woods.

Westphalia Town Center

City, State:	Upper Marlboro, MD	Start Date:	November 2016
County:	Prince George's	Completion Date:	TBD
Developer:	Walton Westphalia Development USA, LLC	Model Type:	6002, 6006
Lot Type:	24' and 32' wide rear load townhome lots	Series Type:	Luxury Urban-style Townhomes w/ garage
# of Lots:	99		
Awards:	Outstanding Design & Architecture (Urban Towns) - MBIA Award of Excellence 2016		

Summary Description:

Located right off of Pennsylvania Avenue, this is one of the closest communities to the I-495 Beltway in Prince George's County and just a short commute to Washington, DC and Annapolis, MD. It is the largest and most exciting new urban development project in the County since the creation of National Harbor. At completion, this 6,000 acre mixed-use community with a walkable high-density urban feel will feature residential homes, a clubhouse, town square, offices, retail shopping, hotels and plenty of outdoor amenities including walking trails, pools, ponds, and parks, plus a town square to accommodate community events and activities.

Westview

City, State:	Bowie, MD	Start Date:	1989
County:	Prince George's	Completion Date:	1996
Developer:	 MID-ATLANTIC COMPANIES	Model Type:	Regency
Lot Type:	80' wide, ¼ acre lots	Series Type:	Manor
# of Lots:	139	Starting Prices:	\$220's to low \$300's
Awards:	Best Site Land Planning Monument Award		

Summary Description:

Located on Church Road just south of MD-450. Developed by Mid-Atlantic Companies. This 139 home site community was noted for the careful preservation of trees and the variety of cul-de-sac streets. Builders in this community included Mid-Atlantic, who built 91 units, and Ryan Homes and Drees Homes, who built the remaining 48. Starting prices ranged from the \$220's to the low \$300's.

Woodmore North

City, State:	Bowie, MD	Start Date:	April 2002
County:	Prince George's	Completion Date:	November 2012
Developer:	 Mid-Atlantic Builders	Model Types:	Tara, Toscana (sold)
Lot Type:	120' wide, 1 acre lots	Series Types:	Executive, Signature
# of Lots:	228	Starting Prices:	\$500's
Awards:	Best Site Land Planning Monument Award Best Planned Community Design Monument Award Best Single Family Home (The Tara Model) Monument Award Best Single Family Home (The Toscana Model) Monument Award Outstanding Master Suite Feature (The Tara Model) Monument Award Outstanding Owners Bath Design (The Tara Model) Monument Award		

Summary Description:

Located on MD-450 in Bowie, MD. Developed by Mid-Atlantic. 228 one-acre lots (many positioned on cul-de-sacs backing to woods) are available in Mid-Atlantic's preeminent planned estate development.

Woodmore South

City, State:	Mitchellville, MD	Start Date:	1996
County:	Prince George's	Completion Date:	Summer 1997
Developer:	Maryland Development Company	Model Type:	Dover
Lot Type:	100-120' wide 1-acre	Series Type:	Executive
# of Lots:	50	Starting Prices:	\$200's

Summary Description:

Located near MD-193 in Mitchellville, Maryland. Developed by Ted Smart of Maryland Development Company, in a Joint Venture with Winchester Homes. Other builders included Winchester Homes, Premiere Homes, and Rocky Gorge Communities. Starting prices for Mid-Atlantic's Executive series homes on 50 lots were in the upper \$200's. Mid-Atlantic opened with prices \$100,000 above its competition, and outsold them by 2:1 due to customization.

STATE OF MARYLAND
Department of Assessments and Taxation

I, MICHAEL L. HIGGS OF THE STATE DEPARTMENT OF ASSESSMENTS AND TAXATION OF THE STATE OF MARYLAND, DO HEREBY CERTIFY THAT THE DEPARTMENT, BY LAWS OF THE STATE, IS THE CUSTODIAN OF THE RECORDS OF THIS STATE RELATING TO THE FORFEITURE OR SUSPENSION OF CORPORATIONS, OR THE RIGHTS OF CORPORATIONS TO TRANSACT BUSINESS IN THIS STATE, AND THAT I AM THE PROPER OFFICER TO EXECUTE THIS CERTIFICATE.

I FURTHER CERTIFY THAT BHC, INC. (D04462107), INCORPORATED JULY 24, 1996, IS A CORPORATION DULY INCORPORATED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF MARYLAND AND THE CORPORATION HAS FILED ALL ANNUAL REPORTS REQUIRED, HAS NO OUTSTANDING LATE FILING PENALTIES ON THOSE REPORTS, AND HAS A RESIDENT AGENT. THEREFORE, THE CORPORATION IS AT THE TIME OF THIS CERTIFICATE IN GOOD STANDING WITH THIS DEPARTMENT AND DULY AUTHORIZED TO EXERCISE ALL THE POWERS RECITED IN ITS CHARTER OR CERTIFICATE OF INCORPORATION, AND TO TRANSACT BUSINESS IN MARYLAND.

IN WITNESS WHEREOF, I HAVE HEREUNTO SUBSCRIBED MY SIGNATURE AND AFFIXED THE SEAL OF THE STATE DEPARTMENT OF ASSESSMENTS AND TAXATION OF MARYLAND AT BALTIMORE ON THIS OCTOBER 12, 2022.



Michael L. Higgs
Director



301 West Preston Street, Baltimore, Maryland 21201
Telephone Baltimore Metro (410) 767-1340 / Outside Baltimore Metro (888) 246-5941
MRS (Maryland Relay Service) (800) 735-2258 TT/Voice

Online Certificate Authentication Code: oGuDg8Yhp0KuvgoTnvfE5g
To verify the Authentication Code, visit <http://dat.maryland.gov/verify>

A-9802-C AND A-9803-C
PROPOSED CONDITION

Condition 15 of the Staff Report states as follows:

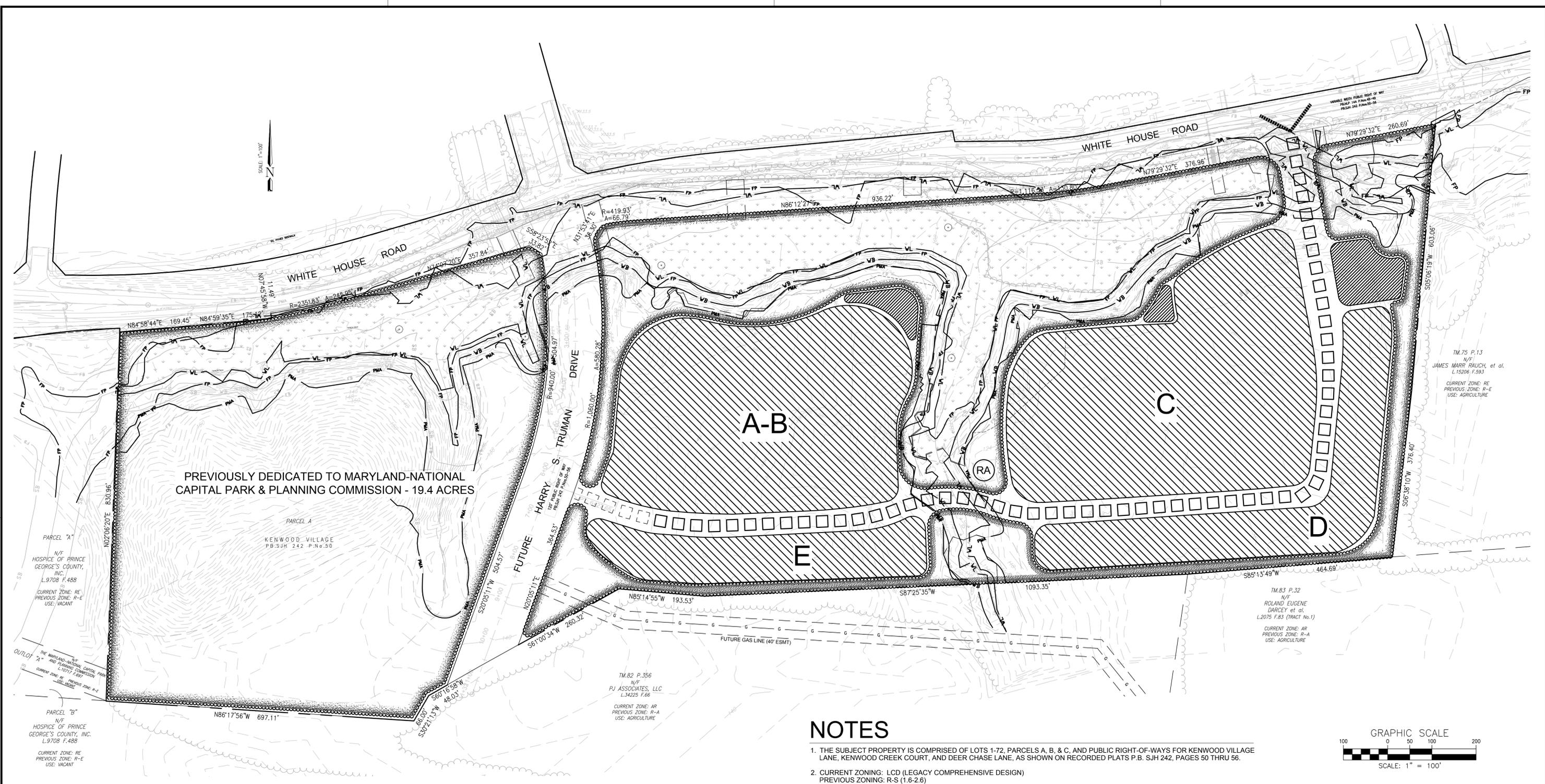
“The Basic Plan amendment shall be modified to show two vehicular access connections to the site.”

Condition 16 of the Staff Report states as follows:

“The applicant shall demonstrate the feasibility of reducing the number of access connections to the site through an operational and queuing analysis which shall be evaluated with future development applications.”

Proposed new condition to combine Conditions 15 and 16:

“The Basic Plan shall be modified to conceptually show and second entrance onto Harry S. Truman Drive extended. At the time of future development applications, this entrance shall not be required if the applicant demonstrates the feasibility of reducing the number of access connections to the site through an operational and queuing analysis.”



PREVIOUSLY DEDICATED TO MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION - 19.4 ACRES

PARCEL "A"
N/F
HOSPICE OF PRINCE GEORGE'S COUNTY, INC., L.9708 F.488
CURRENT ZONE: R-E
PREVIOUS ZONE: R-E
USE: VACANT

PARCEL "B"
N/F
HOSPICE OF PRINCE GEORGE'S COUNTY, INC., L.9708 F.488
CURRENT ZONE: R-E
PREVIOUS ZONE: R-E
USE: VACANT

LEGEND

- DEVELOPMENT ENVELOPE SINGLE FAMILY DETACHED
- PROPOSED STORMWATER MANAGEMENT AREA (CONCEPTUAL)
- APPROXIMATE EDGE OF OPEN SPACE ENVELOPE
- PRIMARY RESIDENTIAL STREET
- MAJOR VEHICULAR ACCESS POINT TO SITE
- 100 YEAR FLOODPLAIN BOUNDARY
- CONTOUR LINES (2 FOOT INTERVAL)
- POTENTIAL ROAD CONNECTION

RECREATION AREA

SITE DATA

EXISTING ZONING : R-S (1.6 - 2.6)

LAND USE QUANTITIES:

- GROSS AREA : 63.1 ACRES
- AREA OF 100 YEAR FLOODPLAIN : 11.8 ACRES
- NET CDZ AREA : 57.2 ACRES
- DENSITY RANGE PERMITTED : 92 TO 148 DWELLING UNITS
- DENSITY RANGE PROPOSED : 92 TO 124 DWELLING UNITS

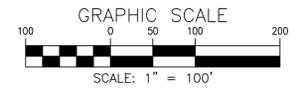
LAND USE TYPES:

- SINGLE-FAMILY DETACHED DWELLINGS, OPEN SPACE, PUBLIC AND PRIVATE RECREATIONAL AREAS, PERMITTED ACCESSORY USES

*\$70,000 FEE IN LIEU TO BE PROVIDED TO M-NCPPC

NOTES

1. THE SUBJECT PROPERTY IS COMPRISED OF LOTS 1-72, PARCELS A, B, & C, AND PUBLIC RIGHT-OF-WAYS FOR KENWOOD VILLAGE LANE, KENWOOD CREEK COURT, AND DEER CHASE LANE, AS SHOWN ON RECORDED PLATS P.B. SJH 242, PAGES 50 THRU 56.
2. CURRENT ZONING: LCD (LEGACY COMPREHENSIVE DESIGN)
PREVIOUS ZONING: R-S (1.6-2.6)
3. OWNER: WALTON MARYLAND, LLC
8800 NORTH GAINIEY CENTER DR., SUITE 345
SCOTTSDALE, AZ 85258
4. NO DIRECT ACCESS TO ANY RESIDENTIAL LOTS SHALL BE PERMITTED FROM WHITE HOUSE ROAD OR HARRY S. TRUMAN DRIVE.
5. THE MINIMUM LOT SIZE SHALL BE 4,200 SQUARE FEET IN ALL DEVELOPMENT ENVELOPES.
6. A 50-FOOT BUFFER SHALL BE PROVIDED ALONG THE EASTERN PROPERTY BOUNDARY AND SHALL INCLUDE A 6-FOOT HIGH BLACK VINYL CLAD CHAIN LINK FENCE (OR APPROVED ALTERNATIVE), EXTENDING TO THE SOUTH SIDE OF WHITE HOUSE ROAD. THE ONLY DISTURBANCE TO THIS BUFFER SHALL BE FOR THE CONSTRUCTION OF STORMWATER MANAGEMENT FACILITIES LOCATED WITHIN 500 FEET FROM THE RIGHT-OF-WAY OF WHITE HOUSE ROAD. A 25-FOOT LANDSCAPE BUFFER SHALL BE PROVIDED ALONG THE SOUTHERN PROPERTY BOUNDARY AND PROVIDE THE NUMBER OF PLANT UNITS REQUIRED FOR A "B" BUFFER YARD, AS REQUIRED BY THE 2010 PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL, AND SHALL INCLUDE A 6-FOOT HIGH BLACK VINYL CLAD CHAIN LINK FENCE (OR APPROVED ALTERNATIVE), EXTENDING TO THE EAST SIDE OF HARRY S. TRUMAN DRIVE.
7. A 75-FOOT NON-DISTURBANCE BUFFER SHALL APPLY ALONG BOTH SIDES OF ALL STREAMS AND SHALL BE EXPANDED TO INCLUDE THE 100-YEAR FLOODPLAIN, WETLANDS, STEEP SLOPES AND SOILS WITH ERODIBILITY FACTORS OF .35 AND GREATER. SUCH BUFFERS SHALL BE APPROVED BY THE ENVIRONMENTAL PLANNING SECTION PRIOR TO SPECIFIC DESIGN PLAN, PHASE III. ADDITIONAL SCREEN PLANTINGS MAY BE REQUIRED TO PROVIDE ADEQUATE SCREENING, TO BE APPROVED BY THE URBAN DESIGN SECTION.
8. AT THE TIME OF FUTURE DEVELOPMENT APPLICATIONS, THE POTENTIAL ROAD CONNECTION TO FUTURE HARRY S. TRUMAN DRIVE SHALL NOT BE REQUIRED IF THE APPLICANT DEMONSTRATES THE FEASIBILITY OF REDUCING THE NUMBER OF ACCESS CONNECTIONS TO THE SITE THROUGH AN OPERATIONAL AND QUEUING ANALYSIS.
9. ALL REMAINING CONDITIONS AND CONSIDERATIONS ADOPTED BY THE DISTRICT COUNCIL PURSUANT TO ZONING ORDINANCE NO. 51-1991 AND ZONING ORDINANCE NO. 51-1991, AS AMENDED, SHALL BE ADDRESSED AND SATISFIED AT THE APPROPRIATE STAGE OF THE DEVELOPMENT PROCESS.



BASIC PLAN
A-9802-C AND A-9803-C

KENWOOD VILLAGE
MELLWOOD (15TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors

1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: BHC Incorporated 101 Old Georgetown Road, 2nd Floor Rockville, MD 20852 Attn: Joe Zdrojewski	TAX MAP 75-AA-B4-83-ALB1	WSSC GRID 2035E09
DESIGN: JRD	SHEET: 1	OF: 1
DATE: APRIL 2022	FILE NO.: 2022-1026-II	

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TRAFFIC IMPACT ANALYSIS
FOR
KENWOOD VILLAGE

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

October 18, 2022



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- B Level of Service (CLV & Synchro) Worksheets
- C Background Developments

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Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis was prepared for the Kenwood Village development, located south of White House Road and east of Ritchie Marlboro Road, in Westphalia, Maryland. **Exhibit 1** shows the location of the proposed development. The site is located within Transportation Service Area 2.

The subject property is currently undeveloped and is proposed to be developed with up to 124 single family units. Access to the site will be provided along White House Road, just east of the intersection of White House Road & Harry S Truman Drive with a full movement access point. Site frontage improvements will be provided and include acceleration/deceleration lanes along White House Road. A site plan has been included in Appendix A.

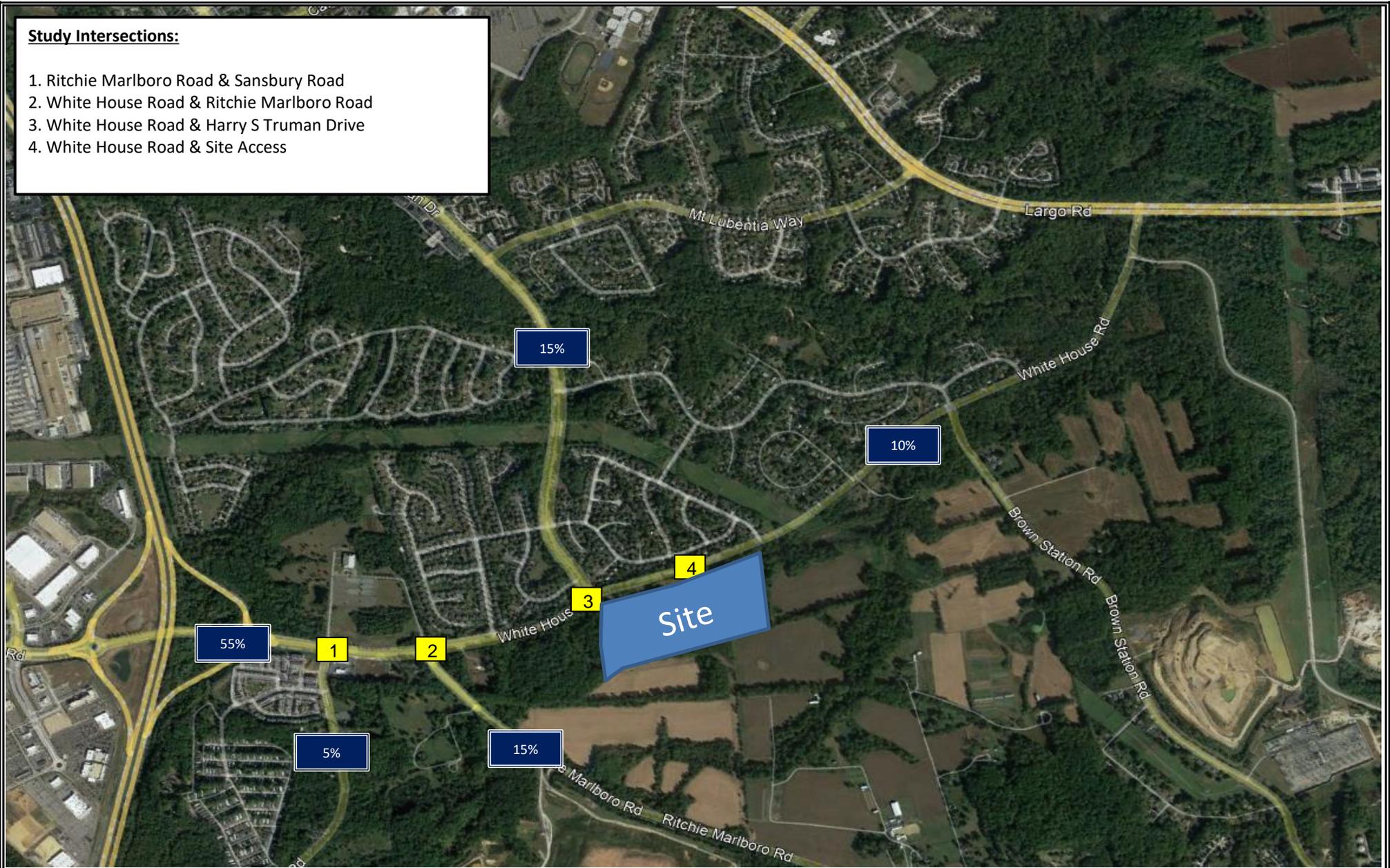
1.2 Scope of Study

M-NCPPC Guidelines require that signalized intersections operate with a CLV of less than 1,450 for studies conducted for sites located within Transportation Service Area 2.

M-NCPPC Guidelines require that unsignalized intersections be evaluated using the Highway Capacity Manual (HCM) unsignalized methodology based on a three-step test of adequacy. All intersections operating with an average of less than 50 seconds of delay per vehicle for the minor street movements are considered adequate (step one). If an intersection exceeds 50 seconds of delay, additional analyses are required including a consideration of the volume of traffic on the minor street approach. If the minor street volumes with greater than 50 seconds of delay are less than 100 vehicles per hour then the intersection is considered adequate (step two). If average delays exceed 50 seconds per vehicle for any movements with more than 100 vehicles per hour, a CLV analysis is conducted and if the CLV of the unsignalized intersection is 1,150 or better (step three) the intersection is deemed adequate.

Study Intersections:

1. Ritchie Marlboro Road & Sansbury Road
2. White House Road & Ritchie Marlboro Road
3. White House Road & Harry S Truman Drive
4. White House Road & Site Access



Due Diligence Study

Site
Location Map

**Exhibit
1**



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SEVERNA PARK, MD 21146
www.lenharttraffic.com

XX%

- Trip Assignment

Section 2 Existing Conditions

2.1 Description of Road Network

The key roads in the study area are:

- Ritchie Marlboro Road is a four-lane (two in each direction) roadway within the study network. The posted speed limit is 40 MPH.
- White House Road is a two-lane (one in each direction) roadway within the vicinity of the site. The posted speed limit is 40 MPH.

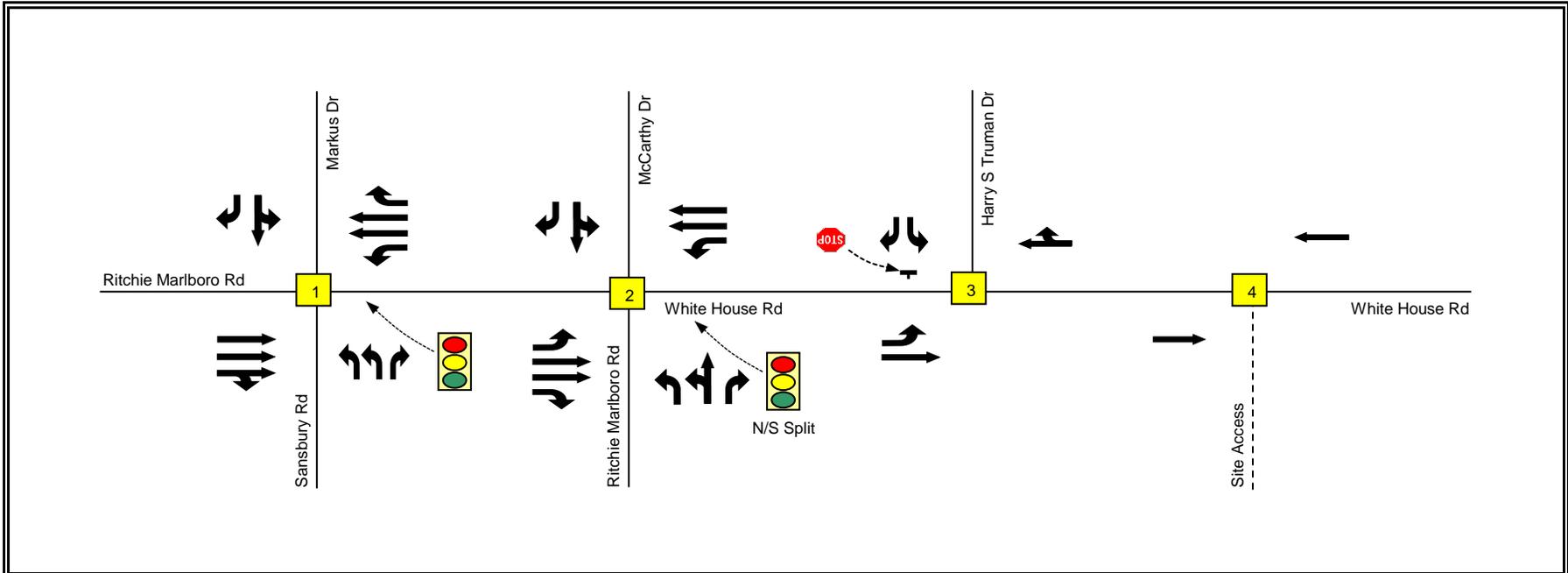
2.2 Existing Lane Configurations

The Existing Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted with the results shown on **Exhibit 3**. The volumes shown on Exhibit 3 represent the existing volumes for the purposes of this study.

As required under M-NCPPC guidelines, the existing intersections were evaluated using HCM and CLV analyses and the results are shown on Exhibit 10. The relevant level of service worksheets are included in Appendix B.



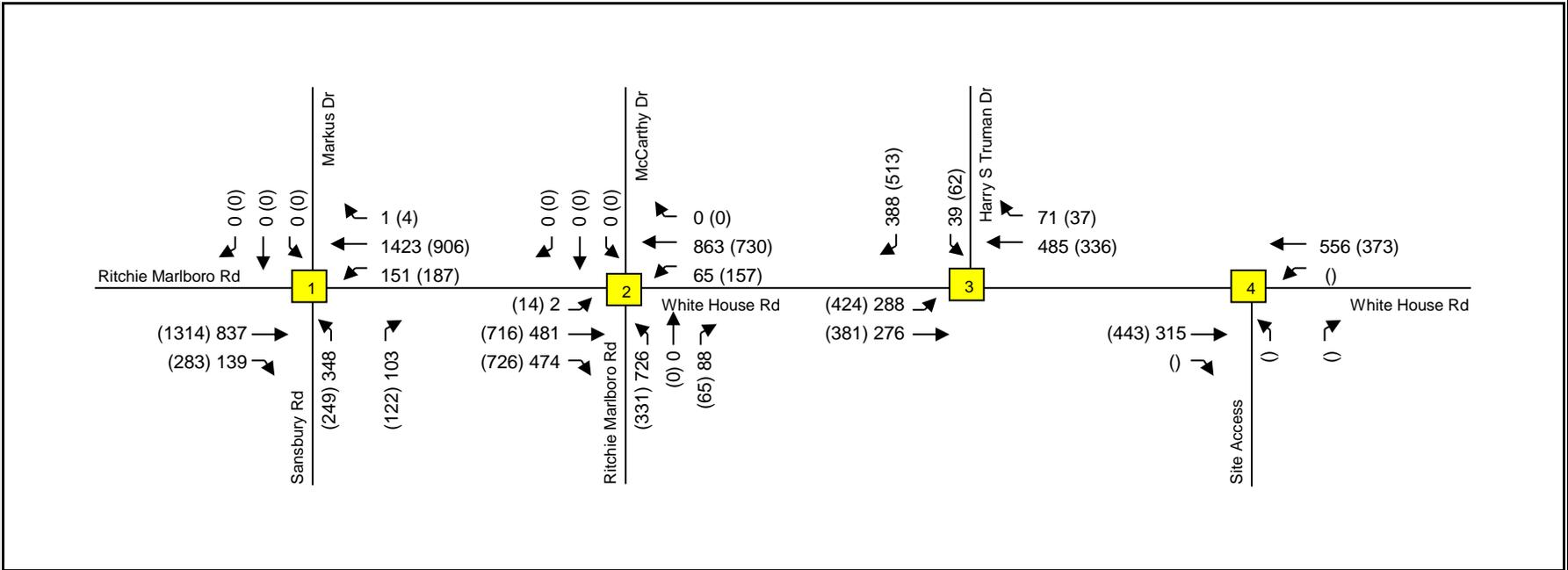
Traffic Impact Analysis

Lane Use & Traffic Control Devices

Exhibit 2



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Traffic Impact Analysis

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**Existing
Peak Hour Volumes**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
3**

Section 3 Background Conditions

3.1 Annual Growth

An annual growth rate of one percent was applied for six years to account for increases in regional traffic not attributable to specific nearby development projects. Regional growth was applied to volumes along the primary through routes within the study area that would be expected to carry regional (non-local traffic) that would not otherwise be accounted for as part of traffic from specific approved background developments. **Exhibit 4** shows the resulting base peak hour volumes.

3.2 Approved Background Developments

The background developments were identified through PGAtlas and assumptions were confirmed as part of the scoping process and have been updated to reflect current development status. The location of each background development is shown in Appendix C (Exhibit C-1), along with background trip generation (Exhibit C-2) and assignment (Exhibits C-3 through C-18). **Exhibit 5** shows the total volume of all trips from the approved background developments.

3.3 Background Traffic Volumes

Background volumes, including regional growth and trips from approved developments, are shown on **Exhibit 6a**.

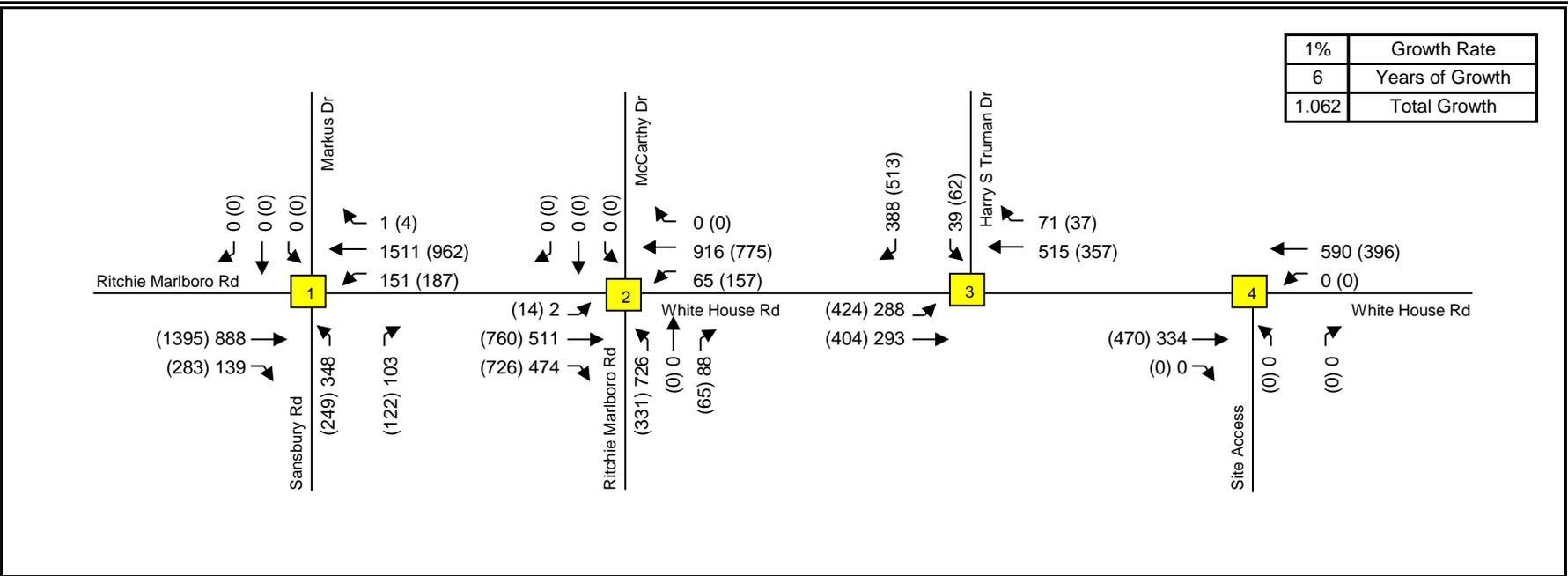
3.4 Approved Background Transportation Improvements

The following improvements are approved and funded as part of either County projects or projects required of nearby developments:

- Ritchie Marlboro Road & Sansbury Road
A third westbound through lane is being added along Ritchie Marlboro Road.
- Ritchie Marlboro Road & White House Road
Northbound Ritchie Marlboro Road is being re-stripped to provide two left turn lanes and one shared left/thru/right.

Exhibit 6b shows the Background Lane Use and Traffic Control Devices with the above improvements in place.

Results of the HCM and CLV analyses for the Background condition are shown on Exhibit 9.



Note: The growth rate was applied to the mainline volume eastbound/westbound through movements along Ritchie Marlboro Road/White House Road.

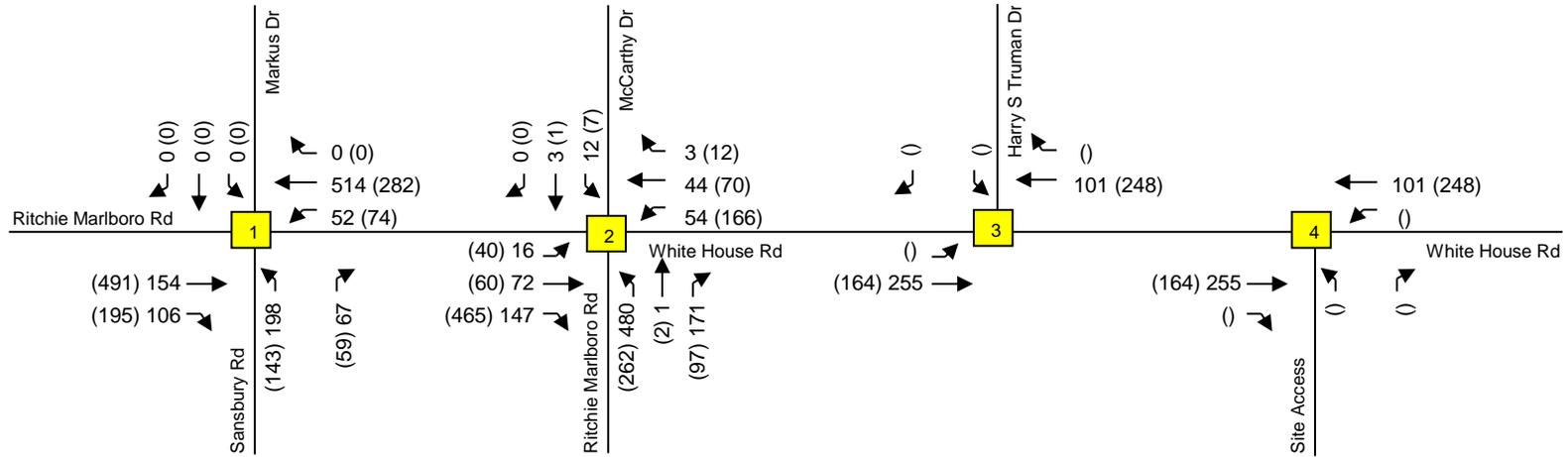
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**Base
Peak Hour Volumes**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
4**



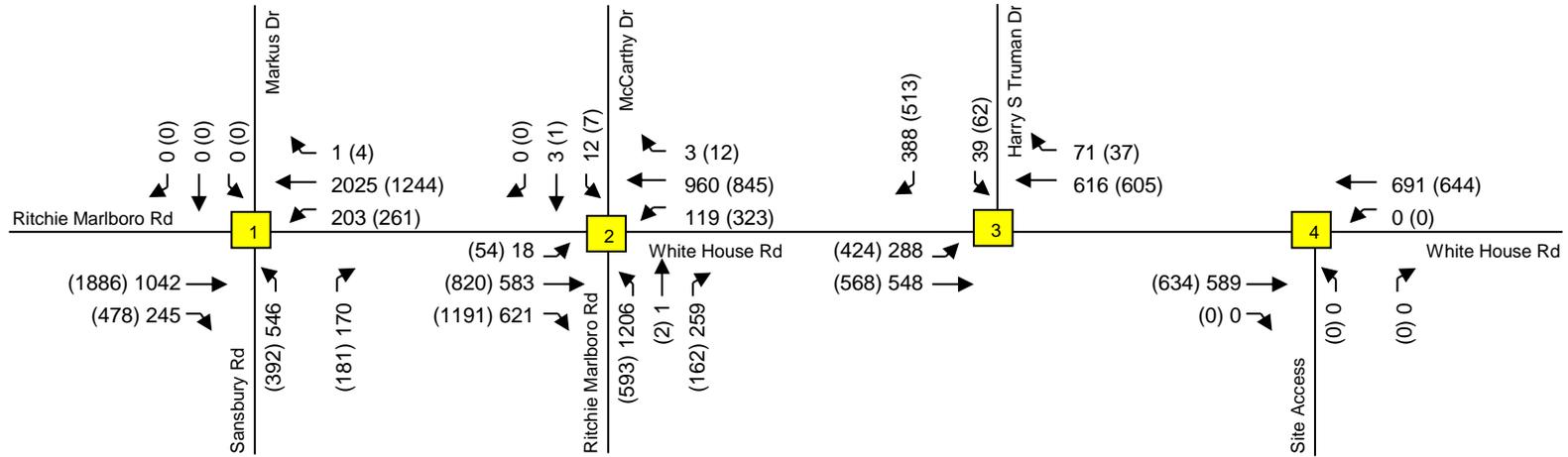
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Combined Trips from
 Background Developments

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 5**



Traffic Impact Analysis

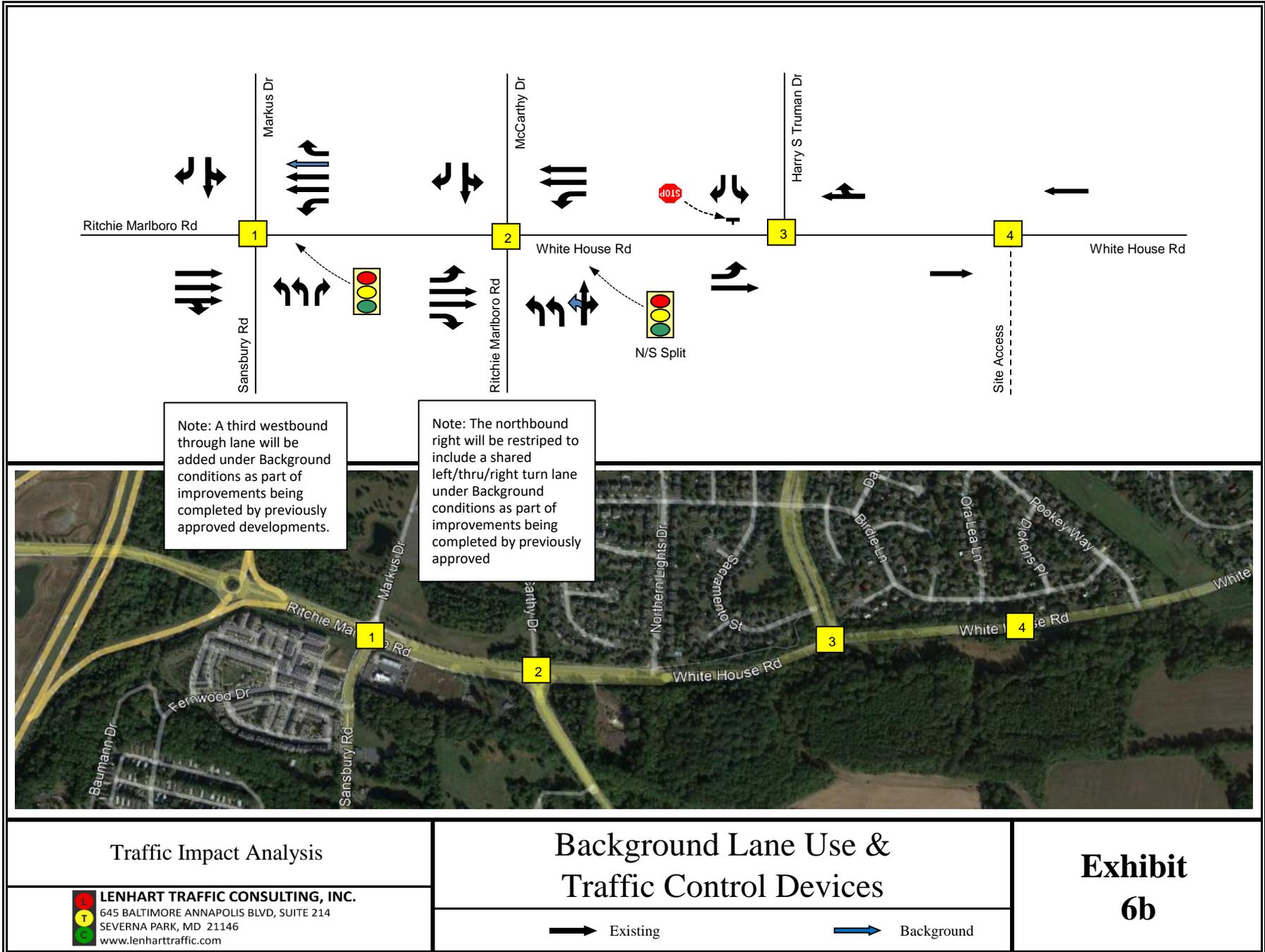


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Background
 Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit
 6a



Traffic Impact Analysis



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Background Lane Use & Traffic Control Devices

Exhibit 6b

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The subject property is currently undeveloped and is proposed to be developed with up to 124 single family units.

The trip generation for the site is detailed on **Exhibit 7**. Trip generation rates and totals are based on applicable rates from the Prince George's County Guidelines.

4.2 Site Trip Distribution & Trip Assignment

Exhibits 8 details the trip assignment for the site.

4.3 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 9a**.

With the development of the site, an improvement to the intersection of White House Road & Harry S Truman Drive is proposed. This improvement consists of an acceleration/deceleration lane along White House Road. The proposed lane use with the improvements to the intersection of White House Road & Harry S Truman Drive and the site frontage is shown **Exhibit 9b**.

4.4 Projected Level of Service

The results of the HCM & CLV analysis are shown on **Exhibit 10**.

As shown, each study intersection meets the adequacy requirements of Prince George's County, with the exception of the intersection of White House Road & Harry S Truman Drive, which does not pass the three-tier adequacy test during the evening peak hour with the current intersection configuration. However, with the proposed improvement to the intersection, the three-tier adequacy test is passed.

Trip Generation Rates

Single Family Housing

Morning Trips = 0.75 x Units
 Evening Trips = 0.90 x Units

Trip Distribution (In/Out)

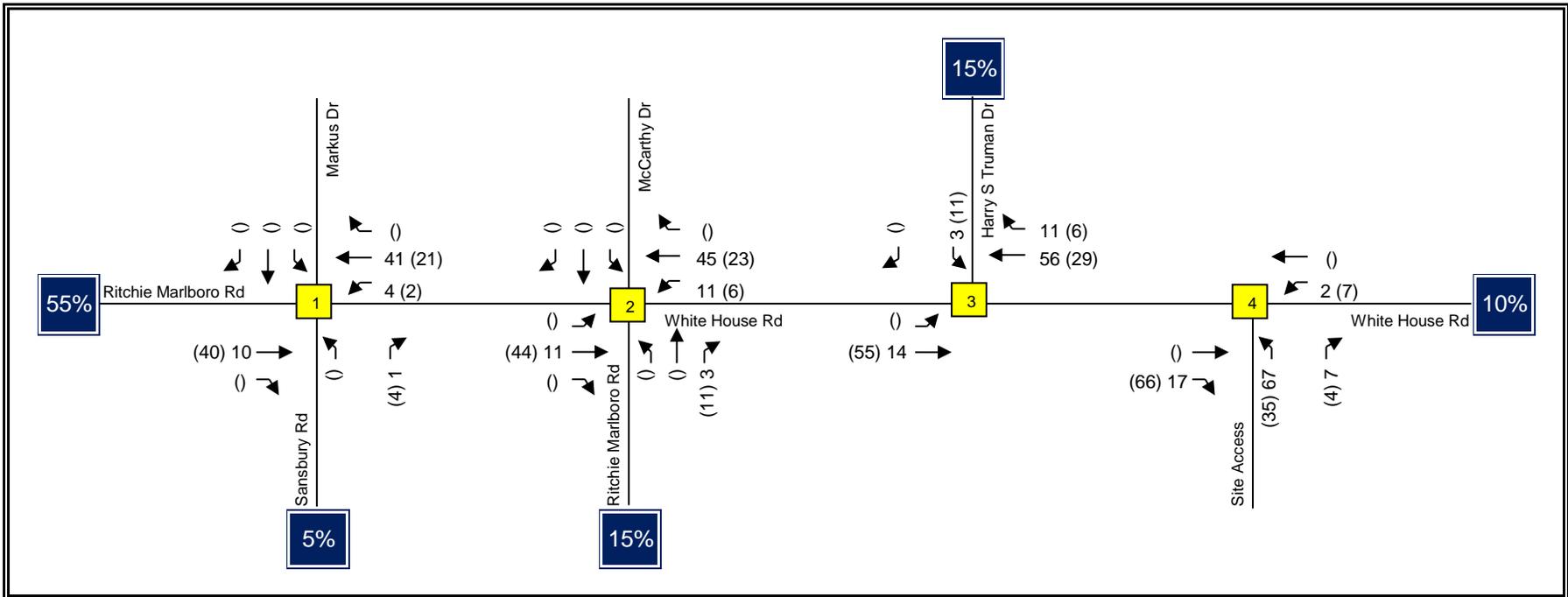
20/80
 65/35

Trip Generation Totals

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Single Family Housing	124 units	19	74	93	73	39	112
Total:		19	74	93	73	39	112

NOTE: Trip Generation Rates obtained from the MNCPPC Guidelines

Traffic Impact Analysis	Trip Generation for Site	Exhibit 7
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



Traffic Impact Analysis

Trip Assignment
for Site

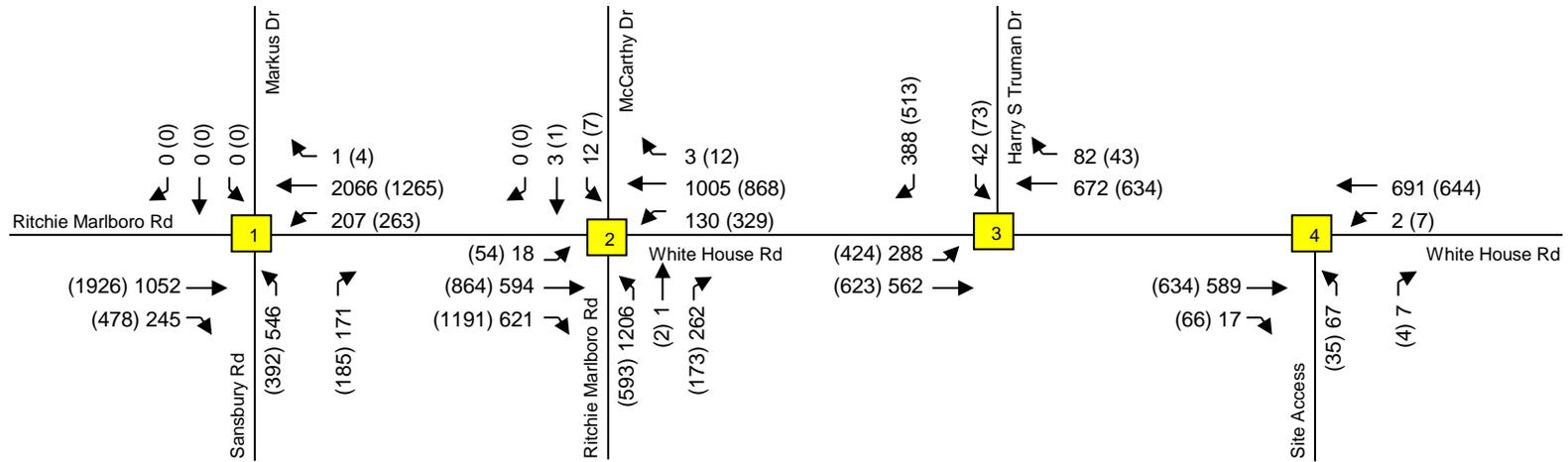
Exhibit

8



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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



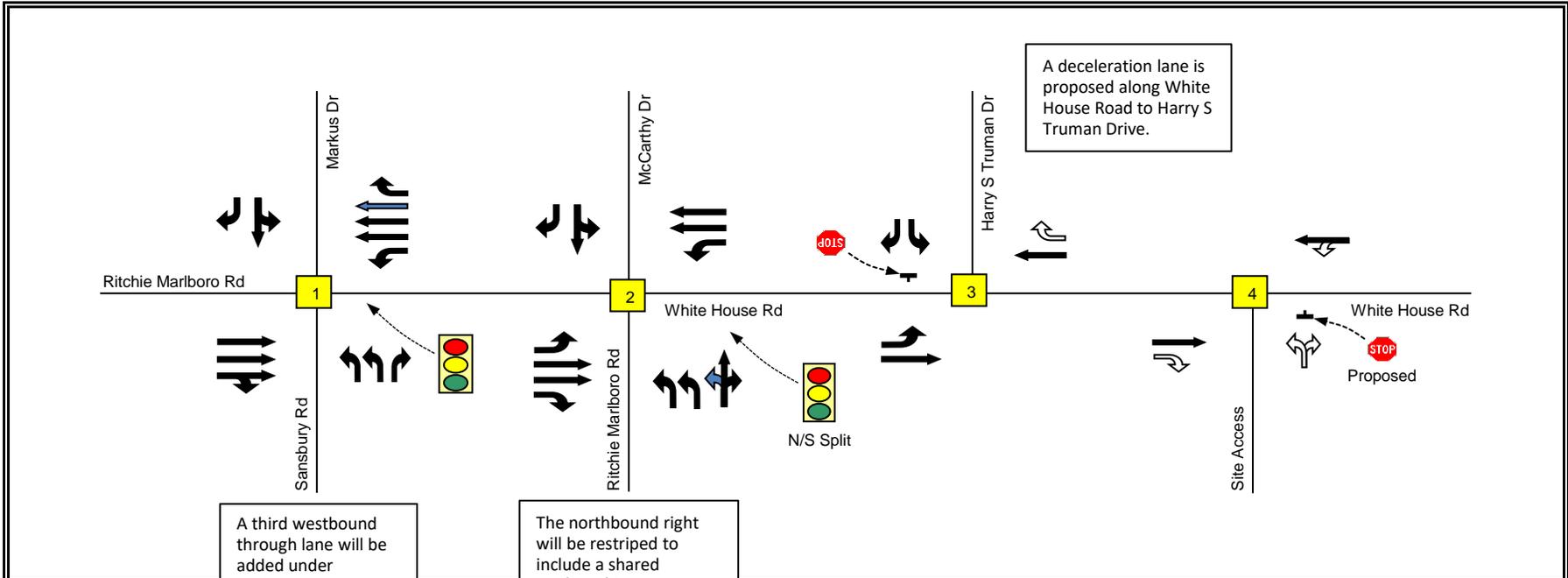
Traffic Impact Analysis

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**Total
Peak Hour Volumes**

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
9a**



Traffic Impact Analysis

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Proposed Lane Use & Traffic Control Devices

Existing
 Background
 Proposed

Exhibit 9b

Level of Service Results

Morning Peak Hour		Existing LOS	Background LOS	Total LOS	Total LOS with Imp.	Meets Standard?
1). Ritchie Marlboro Road & Sansbury Road	(signalized)	A / 992	B / 1077	B / 1092		Y
2). Ritchie Marlboro Road & White House Road	(signalized)	A / 913	C / 1223	C / 1248		Y
3). White House Road & Harry S Truman Drive	(unsignalized)					Y
Step 1 - HCM Delay Test						
Southbound Approach		73.1 sec.	241.0 sec.	351.6 sec.	314.2 sec.	N
Step 2 - Minor Street Volume Test		> 100 veh.	> 100 veh.	> 100 veh.	> 100 veh.	N
Step 3 - CLV Test		A / 944	B / 1075	B / 1142	B / 1060	Y
4). White House Road & Site Access	(unsignalized)					Y
Step 1 - HCM Delay Test						
Northbound Approach		N/A	N/A	45.6 sec.		Y
Step 2 - Minor Street Volume Test		--	--	--		N
Step 3 - CLV Test		--	--	--		Y
Evening Peak Hour		Existing LOS	Background LOS	Total LOS	Total LOS with Imp.	Meets Standard?
1). Ritchie Marlboro Road & Sansbury Road	(signalized)	A / 927	D / 1371	D / 1387		Y
2). Ritchie Marlboro Road & White House Road	(signalized)	A / 750	B / 1123	C / 1158		Y
3). White House Road & Harry S Truman Drive	(unsignalized)					Y
Step 1 - HCM Delay Test						
Southbound Approach		275.9 sec.	1190.5 sec.	1392.9 sec.	1378.4 sec.	N
Step 2 - Minor Street Volume Test		> 100 veh.	> 100 veh.	> 100 veh.	> 100 veh.	N
Step 3 - CLV Test		A / 886	C / 1155	C / 1190	B / 1147	Y
4). White House Road & Site Access	(unsignalized)					Y
Step 1 - HCM Delay Test						
Northbound Approach		N/A	N/A	34.7 sec.		Y
Step 2 - Minor Street Volume Test		--	--	--		
Step 3 - CLV Test		--	--	--		

NOTES:

1. M-NCPPC Guidelines require that signalized intersections operate with a CLV of less than 1,450 for studies conducted for sites located within Transportation Service Area 2.
2. Unsignalized intersections are subject to a three step test of adequacy. An intersection meeting the requirements of any one of the three steps is considered adequate. Step one of the test considers an intersection adequate if HCM delay is less than 50 seconds for all movements. If an intersection fails step one of the test, step two of the test considers the intersection adequate if the minor street approach volumes are less than 100 vehicles during the peak hour. If an intersection also fails step two of the test, step three of the test considers the intersection adequate if the CLV is less than 1,150.

Traffic Impact Analysis



**Results of
Level of Service Analyses**

**Exhibit
10**

Section 5 Conclusions / Recommendations

5.1 Results of Analysis

This Traffic Impact Analysis was prepared for the Kenwood Village development, located south of White House Road and east of Ritchie Marlboro Road, in Westphalia, Maryland. The site is located within Transportation Service Area 2.

The subject property is currently undeveloped and is proposed to be developed with up to 124 single family units. Access to the site will be provided along White House Road, just east of the intersection of White House Road & Harry S Truman Drive with a full movement access point.

Based on the analyses contained in this report:

- All signalized intersections operate with a CLV of 1,450 or better, thereby meeting the requirements of Transportation Service Area 2.
- White House Road & Harry S Truman Drive does not meet the three-step adequacy test for unsignalized intersections under background and total conditions with the current intersection configuration. However, the construction of a westbound deceleration lane on White House Road is proposed with the development of the site. With this improvement, the intersection passes the three-step adequacy test.
- The site access point passes the first step of the three-step adequacy test for unsignalized intersections during both peak hours; therefore is deemed adequate as a single point of access to this subdivision. More specifically, the site access point actually passes all three steps of the unsignalized intersection methodology and should operate well. In addition, the Transportation Review Guidelines (TRG) Part 1 (Section 9.B.1) provides guidance on the number of access points required to adequately serve a subdivision. The TRG states that... *“For single family residential developments, a single access point should be limited to an ADT volume of 2,000.”* Using the Prince George’s County trip generation rates for single family units, a 222 unit subdivision would generate 1,998 trips per day. Therefore, a single family residential development with up to 222 units can adequately be served by one access point. Therefore, the proposed development will be adequately served with the single access point on White House Road.

In light of the results of this study and the improvements noted above, this project will satisfy the APFO requirements of Prince George’s County.

Appendix A

Supplemental Information
Turning Movement Counts

SPECIFIC DESIGN PLAN

KENWOOD VILLAGE LOTS 1-72

15TH ELECTION DISTRICT

PRINCE GEORGE'S COUNTY, MARYLAND

SHEET CONTENTS		
SHEET NAME	SHEET TITLE	SHEET NO.
C1	COVER SHEET	1
C2	SITE PLAN	2
C3	SITE PLAN	3
C4	SITE PLAN	4
C5	SITE PLAN	5
C6	SITE PLAN	6
C7	SITE PLAN	7
C8	SITE PLAN	8
C9	ADA NOTES & DETAILS	9
L1	LANDSCAPE PLAN	10
L2	LANDSCAPE PLAN	11
L3	LANDSCAPE PLAN	12
L4	LANDSCAPE PLAN	13
L5	LANDSCAPE PLAN	14
L6	LANDSCAPE NOTES & DETAILS	15
L7	LANDSCAPE NOTES & DETAILS	16
L8	LANDSCAPE DETAILS	17
A1	ARCHITECTURAL TEMPLATES	18
A2	JAMES ELEVATIONS	19
A3	POTOMAC ELEVATIONS	20
A4	POTOMAC ELEVATIONS	21
A5	RAPPANNOCK ELEVATIONS	22
A6	RAPPANNOCK ELEVATIONS	23
A7	ARCHITECTURAL TEMPLATES	24
A8	WINDSOR ELEVATIONS	25
A9	WINDSOR ELEVATIONS	26

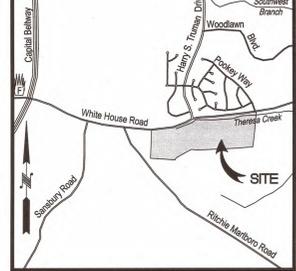
BENCHMARK DESCRIPTION

MD STATE PLANE COORDINATES
STATION: 20413
 NORTHING: 445403.522 SFT
 EASTING: 1361567.819 SFT
 NAVD 83: 138
 LOCATION: IN THE GRASS MEDIUM CAMPUS WAY SOUTH 0.1 MILES SOUTH ROUTE 202 (LARGO ROAD) STATION M.D. BY STAND W/SSC BRASS DISK STAMPED 20413 10° SET TOP ROUND CONCRETE MONUMENT SET BY M&I

STATION: 19742
 NORTHING: 427129.307 SFT
 EASTING: 1352917.022 SFT
 NAVD 83: 279.563
 LOCATION: NORTH SIDE OF WESTBOUND MARYLAND STATE ROUTE 4 (PENNSYLVANIA AVE) 500' EAST OF 1891-495 (CAPITAL BELTWAY) 500' WEST OF WESTPARK ROAD 30.5' NORTH OF THE C/L OF THE WESTBOUND LANE

STATION M.D. BY STANDARD NOS TRIANGULATION DISK STAMPED "LET 1987 9ET IN A 10" ROUND CONCRETE MONUMENT

STATION: 19743
 NORTHING: 417544.846 SFT
 EASTING: 1372653.342 SFT
 NAVD 83: 112.644
 LOCATION: 34.8' NORTH OF THE EASTBOUND MARYLAND STATE ROUTE 4 (PENNSYLVANIA) 1.6 MILES EAST OF MARYLAND STATE ROUTE 233 (WOODY ROAD) 179' EAST OF PEPCO R/W. ALSO W/SSC BRASS DISK STAMPED 19743 10° SET TOP ROUND CONCRETE MONUMENT SET BY M&I



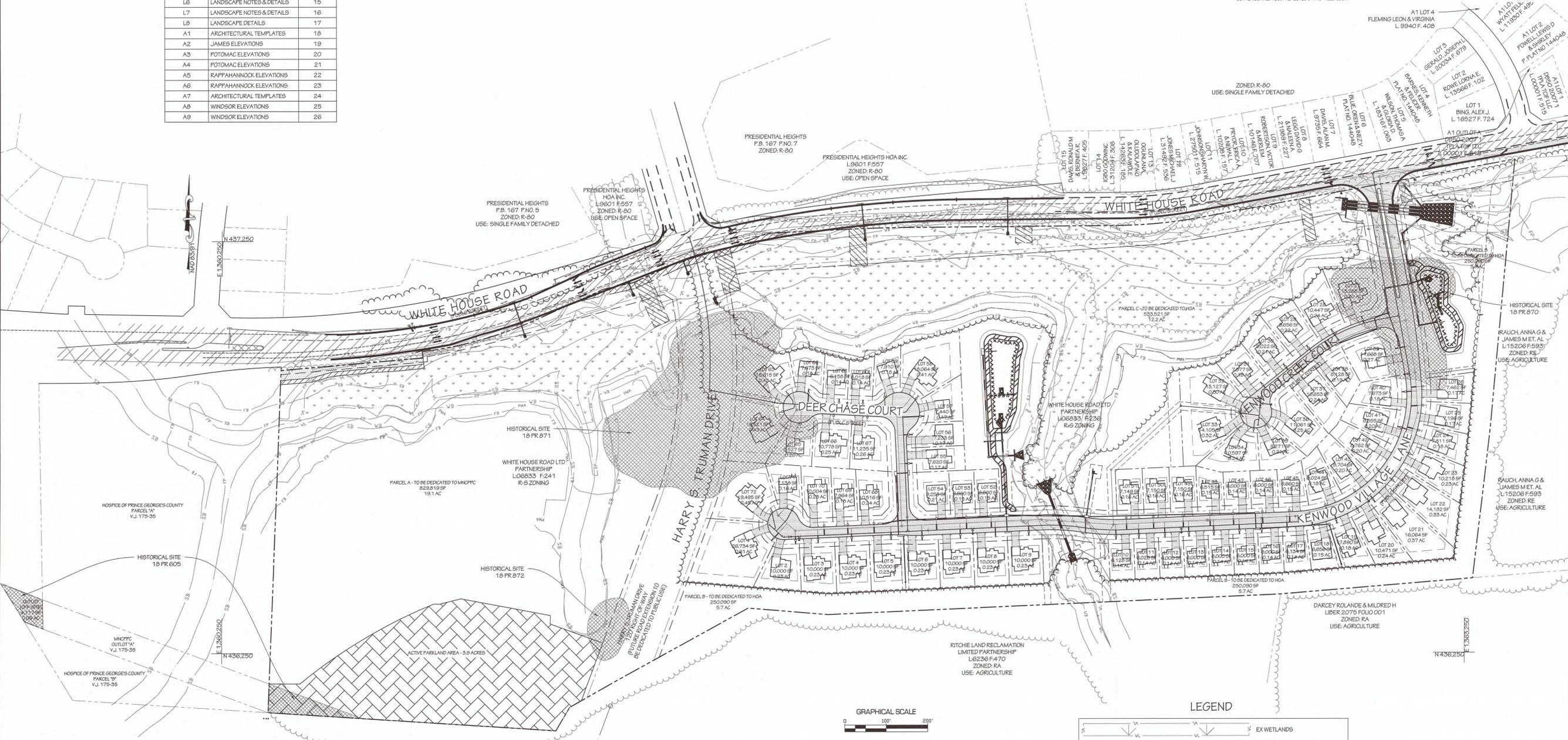
VICINITY MAP
 SCALE: 1" = 2000'
 PRINCE GEORGE'S COUNTY STREET MAP GRID 20, A7 W/SSC 200-SHEET NO. 203 BE 9

Axiom Engineering Design
 Civil Engineering • Land Surveying • Landscape Architecture • Land Planning
 8850 Columbia Gateway Dr., Ste. 150 Columbia, Maryland 21046
 Phone: 443.276.8250
 Fax: 443.276.8251
 Email: info@axiom-ed.com



DATE	BY	REVISIONS
12/11/14	WZG	REVISED LOT 10 UTILITY NOTE #1
12/11/14	WZG	REVISED ROAD NAMES AND W/SSC WATERLINE CORRECT LOT ACREAGES FOR LOTS 1-4, 5, 6, 7, 8, 9, 10

APPLICANT / OWNERS:
 THE WHITE HOUSE ROAD LIMITED PARTNERSHIP
 1615 M STREET, NW, SUITE 800
 WASHINGTON, DC 20036
 (202) 459-9800

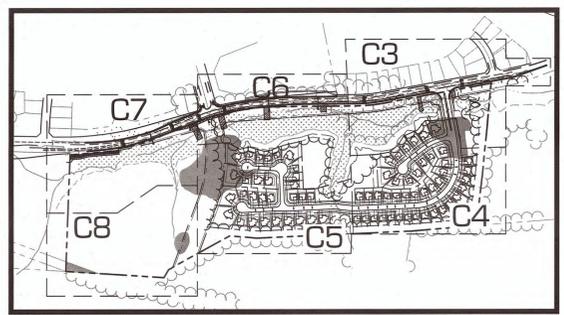


- #### GENERAL NOTES
- PROPERTY OWNER/APPLICANT: THE WHITE HOUSE ROAD LIMITED PARTNERSHIP
 1615 M STREET, NW, SUITE 800
 WASHINGTON, DC 20036
 - THE PROPERTY IS KNOWN AS KENWOOD VILLAGE PRINCE GEORGE'S COUNTY TAX MAP NO. 85, GRID A1, PARCELS 55 AND 73. (REF: PGC-68303/241 & 6833/236) ADO MAP NO. 5651, GRID H2, J2
 ELECTION DISTRICT 15
 W/SSC GRID NO. 2035608
 CENSUS TRACT NO. 800701
 - LAND AREAS:
 GROSS TRACT AREA: 63.1 ACRES
 100 YEAR FLOOD PLAIN: 11.8 ACRES
 NET TRACT AREA: 51.3 ACRES
 PROPOSED LOT AREA (72): 16.4 ACRES
 PROPOSED ROW AREA: 10.3 ACRES
 PARCEL A: 19.1 ACRES
 PARCEL B: 12.2 ACRES
 OUTLOT (OFF-SITE): 0.09 ACRES
 WOODLAND CONSERVATION: 23.4 ACRES
 - ZONING: R-6
 - ZONING REGULATIONS:
 MINIMUM LOT SIZE: 6,000 SF
 DEVELOPMENT ENVELOPE A-D MIN LOT SIZE: 6,000 SF
 DEVELOPMENT ENVELOPE E SETBACK:
 FRONT REAR YARD: 25 FEET
 SIDE YARD: 5 FEET
 DEV. ENVELOPE A-D: 6 FEET
 DEV. ENVELOPE E: 9 FEET
 SIDE YARD (CORNER LOT): 25 FEET
 MINIMUM LOT WIDTH AT STREET LINE: 50'
 MINIMUM LOT WIDTH AT BUILDING LINE: N/A
 MAXIMUM LOT COVERAGE: N/A
 MAXIMUM BUILDING HEIGHT: N/A
 MAXIMUM DENSITY: 2.18 DWELLING UNITS PER GROSS ACRE (136 LOTS)
 - PARKING SPACES REQUIRED: 144 (21.07)
 SPACES PROVIDED: 218 (2 CAR GARAGE & 1 SPACED DRIVEWAY)
 - EXISTING USE: VACANT
 - PROPOSED USE: 72 SINGLE FAMILY DETACHED RESIDENTIAL UNITS
 - NEAREST INTERSECTING STREET: WHITEHOUSE ROAD & HARRY S. TRUMAN DRIVE
 - PER MAP ENTITLED "FIRM FLOOD INSURANCE RATE MAP PRINCE GEORGE'S COUNTY MARYLAND PANEL 45 OF 122 COMMUNITY PANEL NO. 2455200045" THE PROPERTIES ARE LOCATED IN FLOOD HAZARD ZONE C (AREAS OF MINIMAL FLOODING)
 - ELECTION DISTRICT 15
 - WATER AND SEWER CATEGORIES:
 EXISTING: W-15-4
 PROPOSED: W033
 - STORM WATER CONCEPT NUMBER: 43083-2005-02
 - APPROVAL DATE: NOVEMBER 30, 2005
 - EXPIRATION DATE: MAY 4, 2013
 - STORM DRAIN WATER AND SEWER ARE SUBJECT TO FINAL APPROVAL. THESE UTILITIES ARE SUBJECT TO CHANGE AND SHOULD BE CONSTRUCTED PER THE APPROVED STORM DRAIN PLANS AND WATER AND SEWER PLANS.
 - THIS PROPERTY IS NOT LOCATED WITHIN AN AVIATION POLICY AREA (APA).
 - A 10-FOOT PUBLIC UTILITY EASEMENT (P.U.E.) IS REQUIRED ALONG ALL RIGHTS-OF-WAY.
 - 19.1 ACRES TO BE DEDICATED TO M-NCPPC FOR FUTURE PARK.
 - THERE ARE NO KNOWN CEMETERIES OR CONTIGUOUS TO THE PROPERTY.
 - THE FOLLOWING ARCHEOLOGICAL SITES EXIST ON THE PROPERTY: 18FR870, 18FR871, 18FR872. A PHASE I ARCHEOLOGICAL SURVEY AND PHASE I WORK PLAN HAVE BEEN SUBMITTED AND APPROVED FOR THIS PROJECT.
 - STREAMS AND WETLANDS EXIST ON THE PROPERTY.
 - THIS PROPERTY IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA.
 - THE BOUNDARY WAS PROVIDED BY THE RBA GROUP, SEPTEMBER, 2002 AND FIELD VERIFIED BY CHRISTOPHER CONSULTANTS, LTD. IN DECEMBER, 2005 THROUGH FEBRUARY, 2006.
 - THE TOPOGRAPHY WAS PROVIDED BY THE RBA GROUP, SEPTEMBER, 2002 AND FIELD VERIFIED BY CHRISTOPHER CONSULTANTS, LTD. IN DECEMBER, 2005 THROUGH FEBRUARY, 2006, AND SUPPLEMENTED BY AXIOM ENGINEERING DESIGN MAY 2013.
 - FULL CUT-OFF OPTIC LIGHT FIXTURES SHALL BE USED THROUGHOUT THE DEVELOPMENT AND SHALL BE DIRECTED DOWNWARD TO REDUCE GLARE AND LIGHT INTRUSION OR AS NOTICED BY DPW.
 - CONSTRUCTION ACTIVITY SHALL CONFORM TO DUST CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL PROTECTION AND EROSION CONTROL.
 - CONSTRUCTION ACTIVITY SHALL CONFORM TO NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE.
 - SOILS IN THE BUFFER ZONING ON BOTH SIDES OF THE STREAM/PARK LANE TO WHITEHOUSE ROAD SHALL BE PROVIDED, LEAVING THE WETLANDS IN A NATURAL STATE EXCEPT FOR THE PROPOSED CROSSINGS.
 - A MINIMUM 5' SETBACK ARCHITECTURAL FEATURES SUCH AS WINDOWS, DOORS OR PORCHES OR BALCONIES SHALL BE ARRANGED IN A REASONABLY BALANCED DESIGN ON ALL SIDE ELEVATIONS AND A MINIMUM OF 4" SUCH FEATURES ON ALL HIGHLY-VISIBLE SIDE ELEVATIONS, WHICH SHALL INCLUDE LOTS 9, 10, 26, 27, 28, 31, 52, 54, 67, AND 68.
 - ROCK OR OTHER MASONRY COVERING ON THE PRIMARY FINISH MATERIAL OF THE FRONT FACADE WILL BE WRAPPED OVER THE SIDES OF ALL FRONT FACADE PROJECTIONS THAT ARE FINISHED WITH ROCK OR MASONRY.
 - ALL CHIMNEYS WILL BE CLAD WITH ROCK OR OTHER CERAMIC.
 - NO TWO IDENTICAL FACADES MAY BE LOCATED NEXT TO OR ACROSS FROM ONE ANOTHER.
 - AT THE TIME OF BUILDING PERMIT SUBMITTAL, THE PERMIT PLANS SHALL LABEL ALL BUILDING SETBACKS (FRONT, SIDE, AND REAR YARDS) ON EACH LOT, LABEL GARAGES AS SINGLE OR DOUBLE CAR GARAGES, AND LIST THE ACTUAL PERCENTAGE OF LOT COVERAGE ON EACH LOT.
 - PRIOR TO THE ISSUANCE OF THE 47TH BUILDING PERMIT, THE APPLICANT SHALL INSTALL THE REQUIRED INTERPRETIVE MEASURES FOR SITE 18FR871 AND WILL ENSURE THAT ALL THE ARCHEOLOGICAL ARTIFACTS ARE CATALOGUED IN A PERMANENT AND DATED WITH THE MAIN LAND ARCHEOLOGICAL CONSERVATION AS AT THE JEFFERSON PARTNERSHIP PARK AND MUSEUM IN ST. LEONARD, MARYLAND. PROOF OF DISPOSITION OF THE ARTIFACTS SHALL BE PROVIDED TO HISTORIC PRESERVATION.
 - PRIVATE ON-SITE RECREATION FACILITIES:
 36.1. PRIOR TO APPROVAL OF THE FINAL PLANS, THE APPLICANT AND THE APPLICANT'S HEIRS, SUCCESSORS, AND/OR ASSIGNEES SHALL SUBMIT THESE ORIGINAL EXECUTED RECREATIONAL FACILITIES AGREEMENTS (RFA) TO THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION (MNCPC), PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT, DEVELOPMENT REVIEW DIVISION (DRD), FOR CONSTRUCTION OF THE PRIVATE RECREATIONAL FACILITIES ON-SITE. UPON APPROVAL BY THE DRD DIVISION, THE RFA SHALL BE RECORDED AGAINST THE LAND RECORD OF PRINCE GEORGE'S COUNTY, UPPER MARYLAND (MAYLAND).
 36.2. PRIOR TO APPROVAL OF BUILDING PERMITS, THE APPLICANT AND THE APPLICANT'S HEIRS, SUCCESSORS, AND/OR ASSIGNEES SHALL SUBMIT A PERFORMANCE BOND, LETTER OF CREDIT, OR OTHER SURETY BOND, GUARANTEE IN AN AMOUNT TO BE DETERMINED BY THE DRD DIVISION FOR CONSTRUCTION OF THE PRIVATE ON-SITE RECREATIONAL FACILITIES.
 36.3. THE PRIVATE ON-SITE RECREATIONAL FACILITIES SHALL BE CONSTRUCTED PRIOR TO ISSUANCE OF THE 43RD BUILDING PERMIT.
 37. PRIOR TO ISSUANCE OF THE 34TH BUILDING PERMIT, THE APPLICANT AND THE APPLICANT'S HEIRS, SUCCESSORS, AND/OR ASSIGNEES SHALL MAKE A PAYMENT TO THE MNCPC DEPARTMENT OF PARKS AND RECREATION IN THE AMOUNT OF \$70,000 IN 2013 DOLLARS IN FULL OF GRASSING OF THE 500' OPEN POND ON THE DEDICATED PARKLAND. CONSTRUCTION OF A 10-FOOT WIDE GRAVEL MAINTENANCE ACCESS ROAD FROM RITCHIE MARLBORO ROAD AND PREPARATION OF THE DETAILED CONSTRUCTION DRAWINGS FOR THE PROPOSED PRIVATE RECREATIONAL PARKLAND. AT THE TIME OF PAYMENT, THIS AMOUNT SHALL BE ADJUSTED FOR INFLATION USING CONSUMER PRICE INDEX AND PREPARATION OF THE DETAILED CONSTRUCTION DRAWINGS FOR THE PROPOSED PRIVATE RECREATIONAL PARKLAND. NO NOISE WALL SHALL BE REQUIRED ALONG HARRY S. TRUMAN EXTENDED.



LEGEND

EX WETLANDS
20' WETLAND BUFFER
EX STREAM
50' STREAM BUFFER
EX 100 YR FLOOD PLAN
50' FLOOD PLAN BUFFER
PATUXENT MANAGEMENT AREA
EX TREE LINE
PROP TREE LINE
LIMIT OF DISTURBANCE
PROP NOISE FENCE WALL
PROP CURB & GUTTER
PROP 5' SIDEWALK
EX CONTOUR
PROP CONTOUR
EX CURB
PROP BOUNDARY LINE
PROP R/W
PROP LOT LINE
EX R/W
EX LOT LINE
EX PAVING
EX PAVING TO BE REMOVED BY OTHERS
PROP MILL & OVERLAY FOR KENWOOD VILLAGE DEVELOPMENT
PROP MILL & OVERLAY BY OTHERS
PROP PAVING FOR KENWOOD VILLAGE DEVELOPMENT
PROP PAVING BY OTHERS



SHEET KEY
 SCALE: 1" = 500'

KENWOOD VILLAGE SPECIFIC DESIGN PLAN COVER SHEET 15TH ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND

THIS BLOCK IS FOR OFFICIAL USE ONLY
 QR label certifies that this plan meets conditions of final approval by the Planning Board as designed or the District Council.
 M-NCPPC APPROVAL

PROJECT NAME: KENWOOD VILLAGE
 PROJECT NUMBER: SDP-0805-02
 For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
 Revision numbers must be included in the Project Number

SCALE: 1" = 100'
 DATE: 10-11-13
 DESIGN: MAS
 DRAWN: MAS
 REVIEWED: WZG
 PROJECT #: 11-001000
 SHEET NO. C1
 1 OF 26

Table 1: List of attachments for TIS scoping agreement
 The Maryland-National Capital Park and Planning Commission
 Prince George’s County Planning Department
 Transportation Planning Section, Countywide Planning Division

This form must be completed prior to commencing a Traffic Impact Study (TIS). The completed and signed Scoping Agreement should be submitted to the Transportation Planning Section (TPS) by the traffic consultant for concurrence and signature. TPS will return a signed copy, with any comments, to the traffic consultant for inclusion in the TIS. Failure to conduct the study in accordance with the guidelines and the signed Scoping Agreement may be grounds for rejection of the study, thereby necessitating an addendum or a new study prior to the start of the staff review.

Project Name:	Kenwood Village
Transportation Service Area: Please note if in Local Center or Regional Transit District (Map of TSAs in Appendix)	TSA 2
Zoning Classification per the ordinance this application is submitted under:	LCD
Proposed Zoning Classification (if rezoning was requested as part of application)	
Type of Application (see Table 4):	PPS
Project Location:	South of White House Road & east of Ritchie Marlboro Road
Traffic Consultant Name: Contact Number(s): Email Address(es):	Mike Lenhart (P): 410.216.3333 (F): 443.782.2288

Describe the Proposal Under Study: Residential—Number & Type of Units: Commercial—Amount & Type of Space: Other Uses and Quantity:	+/- 120 Single family residences			
Are pass-by trip rates in accordance with the Guidelines? (select one)	Yes	No	<input checked="" type="radio"/> N/A	If No, please provide explanation on separate sheet.
Are there diverted trips? (select one)	Yes	<input checked="" type="radio"/> No		If Yes, please provide explanation on separate sheet.

(Internal Trips)

Will a TOD credit be used? (Section 4 of the Guidelines) (select one)	Yes	<input checked="" type="radio"/> No	Note that all development in TSAs and Regional Transit Districts Centers will be evaluated for TOD.
Will a transit facilities credit be used? (Section 5 of the Guidelines) (select one)	Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Will a bike/ped facilities credit be used? (Section 6 of the Guidelines) (select one)	Yes	<input checked="" type="radio"/> No	Need/nexus must be justified in study, and it must be supported by operating agency.
Are additional trip reductions (internal trips, transit trips, etc.) proposed? (select one)	Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet.

Attach a map (or maps) showing the Study Area network with included intersections and links, estimated site trip distribution, and growth factors for through traffic.

SHA/DPW&T capital program improvements assumed:	Harry S. Truman CIP Project (If funded for construction)		
Other improvements assumed:	Westphalia Row and Venue lane use improvements		
Regional growth assumed:	1.0% Growth. Note that growth will be applied to thru movements along the mainline only. See attachment.		
Is mitigation (Section 8 of the Guidelines) to be proffered? (select one)	Yes	<input checked="" type="radio"/> No	Note the locational criteria in Section 8, and please note the clarifications regarding mitigation included in Section 3, Subsection E.
Is a cooperative funding arrangement (such as a SCRP, PFFIP, or some other pro rata) to be used? (select one)	Yes	<input checked="" type="radio"/> No	If Yes, please provide explanation on separate sheet, and note limitations in Section 3, Subsection E.
Will summer counts be used? (select one)	Yes	<input checked="" type="radio"/> No	The use of summer counts must have

		specific concurrence of TPS staff.
Have there been discussions with the permitting agency (DPW&T and/or SHA) regarding access to this site and the analysis requirements? (select one)	Yes No	Section 1, Subsection E strongly advises that these discussions occur early in the development review process. Note that driveway access onto arterial facilities must be justified and approved by the Planning Board as a part of the subdivision process.
Has a listing of background development been developed? (select one)	Yes No	If Yes, please provide the list so that TPS staff may either concur with it or provide changes.
Has a list of attachments been completed and attached (Table 2)?	Yes No See Table 2 below:	

SIGNED: *Amel M. Lit* 9/06/2022
Traffic Consultant Date

APPROVED: *Jun Yang* 9/7/2022
TPS Coordinator (or Supervisor) Date

This form is not required for sites that do not require a TIS.

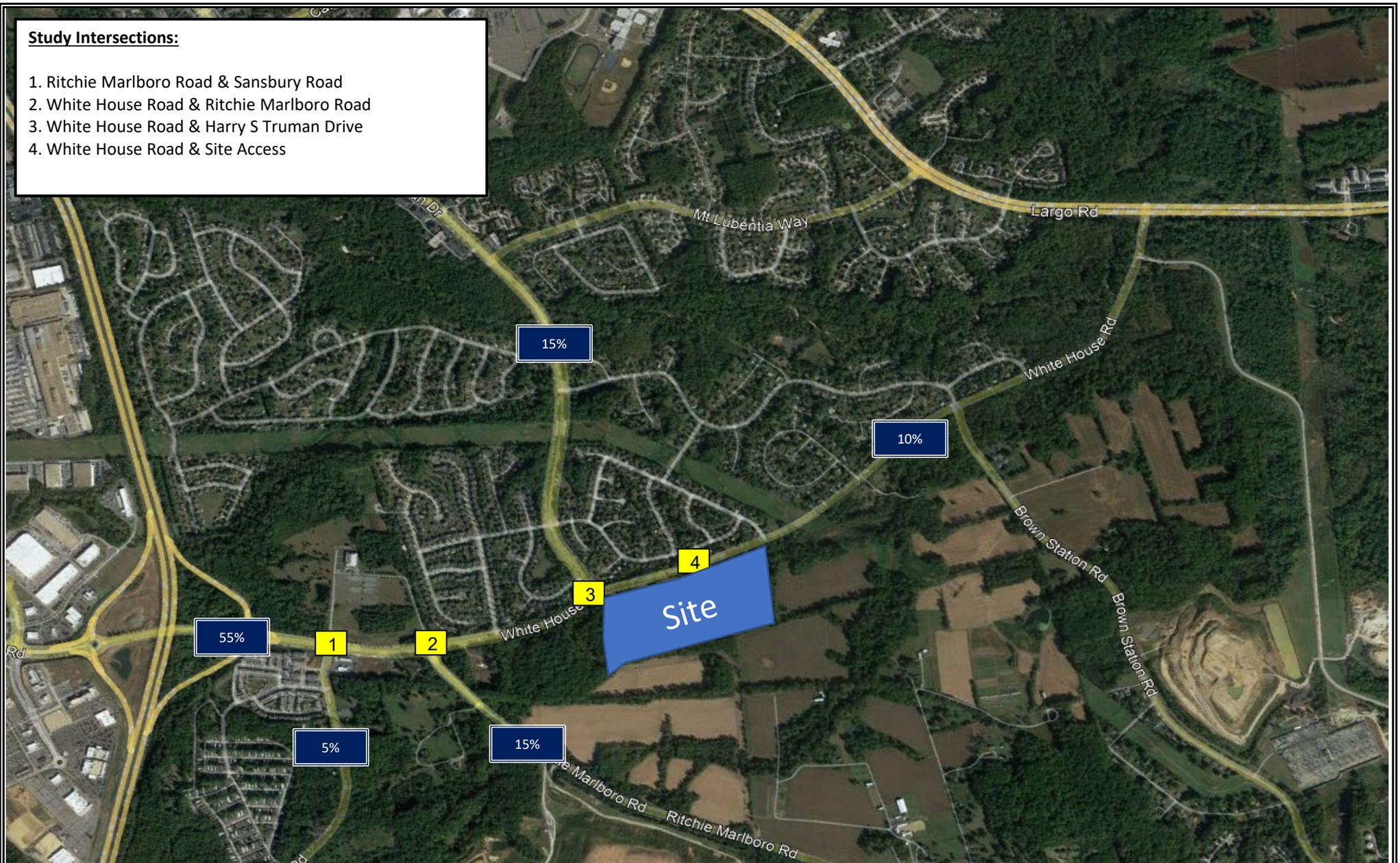
Table 2: List of attachments for TIS scoping agreement

No.	Attachment Description	Yes	No	N/A
1.	List of meeting attendees at Scoping Meeting:			X
2.	Aerial (map of project site):	X		
3.	List and map of Critical Intersections:	X		
4.	Map of Site Access:	X		
5.	Diagram and memo of Trip Distribution:	X		
6.	List and map of Trip Credits and Locations:			X
7.	List and map of Background Developments in Study Area:	X		

The aerial map, list of intersections, map of site access and diagram of trip distribution is shown on Ex 1. The background developments are listed on a separate exhibit.

Study Intersections:

1. Ritchie Marlboro Road & Sansbury Road
2. White House Road & Ritchie Marlboro Road
3. White House Road & Harry S Truman Drive
4. White House Road & Site Access



Due Diligence Study

Site
Location Map

**Exhibit
1**

 **LENHART TRAFFIC CONSULTING, INC.**
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

 - Trip Assignment

Trip Generation Rates

Single Family Housing

Morning Trips = 0.75 x Units

Evening Trips = 0.90 x Units

Trip Distribution (In/Out)

20/80

65/35

Trip Generation Totals

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Single Family Housing	120 units	18	72	90	70	38	108
Total:		18	72	90	70	38	108

NOTE: Trip Generation Rates obtained from the MNCPPC Guidelines

Traffic Impact Analysis

Trip Generation for
Site

**Exhibit
2**

 **LENHART TRAFFIC CONSULTING, INC.**
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

TRAFFIC GROWTH PROJECTION

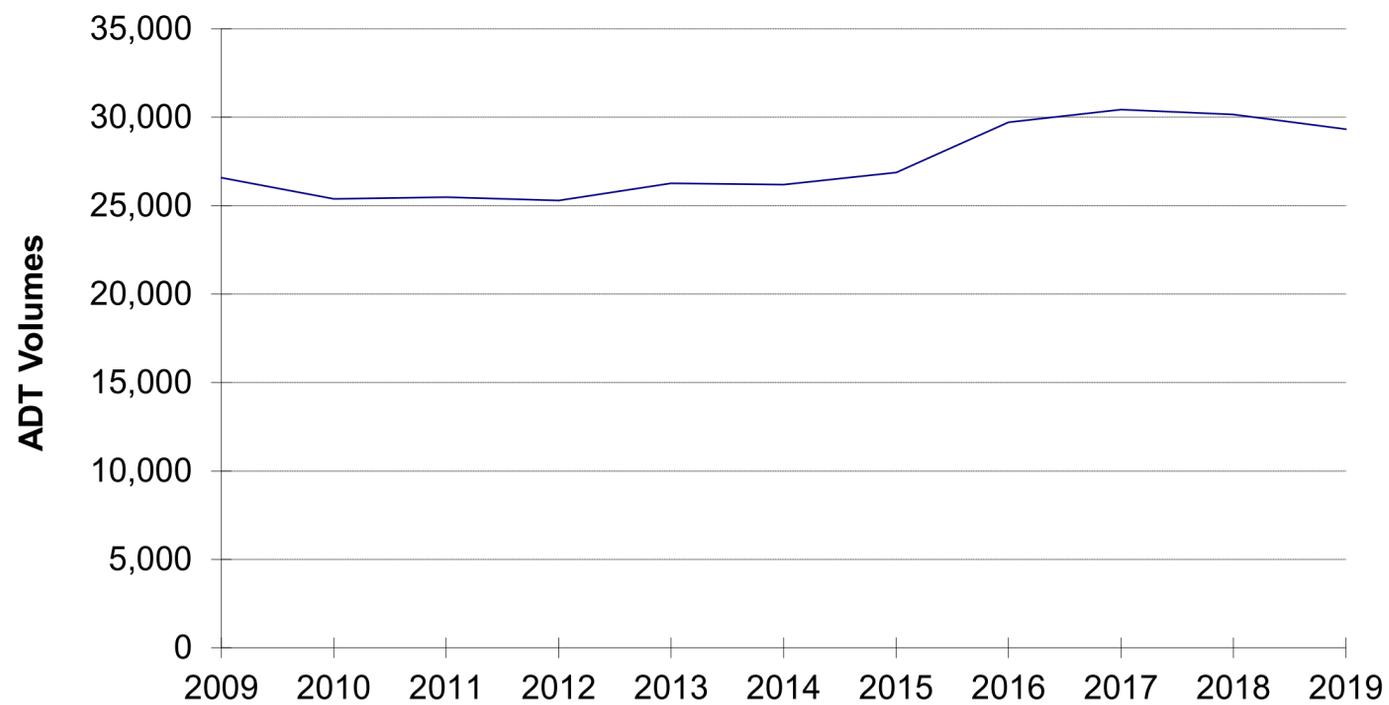
LOCATION: MD 202 west of Watkins Park Dr

REPORT DATE: 22-Jul-22

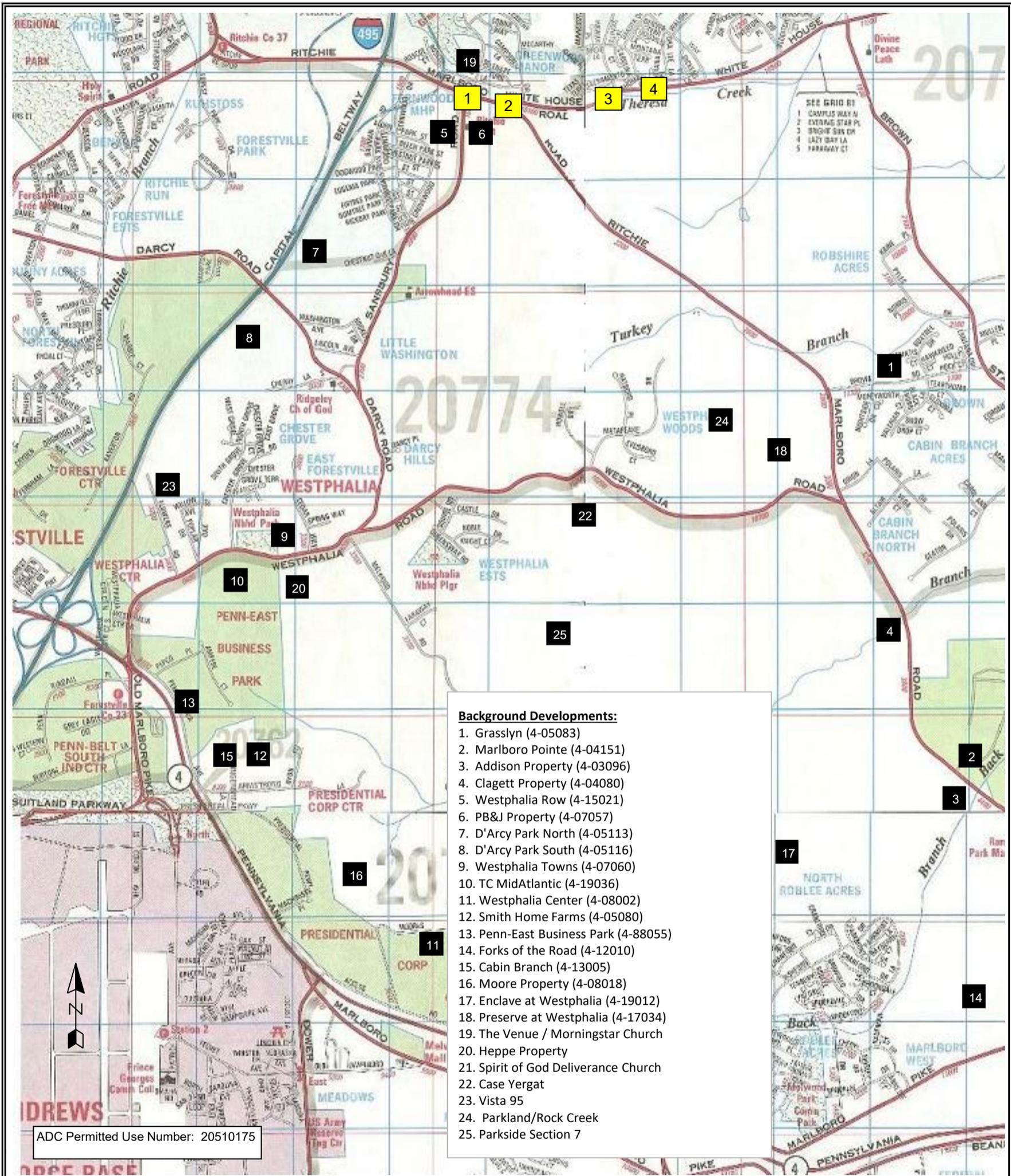
AVERAGE GROWTH: 1.06%

MATHEMATICAL GROWTH: 0.98%

Year	ADT Volume	Vol. increase	% increase	Average %
2009	26,592			
2010	25,390	-1,202	-4.52%	-4.52%
2011	25,491	101	0.40%	-2.06%
2012	25,292	-199	-0.78%	-1.63%
2013	26,270	978	3.87%	-0.26%
2014	26,191	-79	-0.30%	-0.27%
2015	26,872	681	2.60%	0.21%
2016	29,720	2,848	10.60%	1.69%
2017	30,431	711	2.39%	1.78%
2018	30,162	-269	-0.88%	1.49%
2019	29,330	-832	-2.76%	1.06%



TRAFFIC GROWTH
MD 202 west of Watkins Park Dr



Traffic Impact Analysis

Background Development
Location Map

Exhibit
C-1

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Weekday Morning Peak Hour (6:30 am - 9:30 am)																						
		Sansbury Rd Northbound					Markus Dr Southbound					Ritchie Marlboro Rd Eastbound					Ritchie Marlboro Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
6:30-6:45	0	64	0	10	0	0	0	0	0	0	1	0	126	34	0	12	10	273	0	0	530	
6:45-7:00	0	83	0	15	0	0	0	0	0	0	0	0	138	32	1	6	23	337	0	0	634	
7:00-7:15	0	102	0	19	0	0	0	0	3	1	0	0	142	30	0	10	24	318	0	0	648	
7:15-7:30	0	82	0	25	0	0	0	0	0	3	0	0	200	38	1	11	24	379	0	0	759	
7:30-7:45	0	106	0	34	0	0	0	0	0	1	1	0	223	38	1	12	29	349	0	0	792	
7:45-8:00	0	82	0	20	0	0	0	0	0	0	0	0	213	32	0	8	28	372	1	0	756	
8:00-8:15	0	78	0	24	0	0	0	0	0	1	0	0	201	31	2	13	26	323	0	0	696	
8:15-8:30	0	56	0	26	0	0	0	0	0	1	0	0	222	50	0	11	30	278	0	0	673	
8:30-8:45	0	65	0	21	0	0	0	0	0	0	0	0	202	43	0	10	44	269	0	0	654	
8:45-9:00	0	76	0	24	0	0	0	0	0	0	1	0	196	35	0	10	31	279	0	0	652	
9:00-9:15	0	73	0	32	0	0	0	0	0	0	0	0	187	29	0	14	27	245	0	0	607	
9:15-9:30	0	66	0	30	0	0	0	0	0	1	0	0	208	21	1	12	23	217	1	0	578	

Hourly Totals																					
6:30-7:30	0	331	0	69	0	0	0	0	3	4	1	0	606	134	2	39	81	1307	0	0	2577
6:45-7:45	0	373	0	93	0	0	0	0	3	5	1	0	703	138	3	39	100	1383	0	0	2841
7:00-8:00	0	372	0	98	0	0	0	0	3	5	1	0	778	138	2	41	105	1418	1	0	2962
7:15-8:15	0	348	0	103	0	0	0	0	0	5	1	0	837	139	4	44	107	1423	1	0	3012
7:30-8:30	0	322	0	104	0	0	0	0	0	3	1	0	859	151	3	44	113	1322	1	0	2923
7:45-8:45	0	281	0	91	0	0	0	0	0	2	0	0	838	156	2	42	128	1242	1	0	2783
8:00-9:00	0	275	0	95	0	0	0	0	0	2	1	0	821	159	2	44	131	1149	0	0	2679
8:15-9:15	0	270	0	103	0	0	0	0	0	1	1	0	807	157	0	45	132	1071	0	0	2587
8:30-9:30	0	280	0	107	0	0	0	0	0	1	1	0	793	128	1	46	125	1010	1	0	2493

AM		Northbound					Southbound					Eastbound					Westbound					Total
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
7:15-8:15	0	348	0	103	0	0	0	0	0	4	1	0	837	139	4	44	107	1423	1	4	3012	

Weekday Evening Peak Hour (4 pm - 7 pm)																						
		Sansbury Rd Northbound					Markus Dr Southbound					Ritchie Marlboro Rd Eastbound					Ritchie Marlboro Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-4:15	0	71	0	29	0	0	0	0	0	0	0	0	337	56	0	6	31	188	0	0	718	
4:15-4:30	0	57	0	25	0	0	0	0	0	0	1	0	330	52	0	11	34	207	0	0	717	
4:30-4:45	0	66	0	27	0	0	0	0	0	0	0	0	307	53	0	9	37	202	0	0	701	
4:45-5:00	0	70	0	31	0	0	0	0	0	0	0	0	325	68	0	10	46	213	0	0	763	
5:00-5:15	0	56	0	38	0	0	0	0	0	0	0	0	340	60	0	10	40	196	0	0	740	
5:15-5:30	0	58	0	28	0	0	0	0	0	0	1	0	318	67	0	13	36	245	1	0	767	
5:30-5:45	0	69	0	28	0	0	0	0	0	0	0	0	348	69	0	5	47	211	0	0	777	
5:45-6:00	0	65	0	28	0	0	0	0	0	0	0	0	294	63	0	9	31	219	0	0	709	
6:00-6:15	0	57	0	38	0	0	0	0	0	1	1	0	354	84	1	11	35	231	3	0	814	
6:15-6:30	0	77	0	28	0	0	0	0	0	0	0	0	322	71	0	11	32	199	1	0	741	
6:30-6:45	0	60	0	17	0	0	0	0	0	1	0	0	320	81	1	7	27	212	0	0	724	
6:45-7:00	0	61	0	20	0	0	0	0	0	0	0	0	282	59	0	9	26	187	1	0	645	

Hourly Totals																					
4:00-5:00	0	264	0	112	0	0	0	0	0	0	1	0	1299	229	0	36	148	810	0	0	2899
4:15-5:15	0	249	0	121	0	0	0	0	0	0	1	0	1302	233	0	40	157	818	0	0	2921
4:30-5:30	0	250	0	124	0	0	0	0	0	0	1	0	1290	248	0	42	159	856	1	0	2971
4:45-5:45	0	253	0	125	0	0	0	0	0	0	1	0	1331	264	0	38	169	865	1	0	3047
5:00-6:00	0	248	0	122	0	0	0	0	0	0	1	0	1300	259	0	37	154	871	1	0	2993
5:15-6:15	0	249	0	122	0	0	0	0	0	1	2	0	1314	283	1	38	149	906	4	0	3069
5:30-6:30	0	268	0	122	0	0	0	0	0	1	1	0	1318	287	1	36	145	860	4	0	3043
5:45-6:45	0	259	0	111	0	0	0	0	0	2	1	0	1290	299	2	38	125	861	4	0	2992
6:00-7:00	0	255	0	103	0	0	0	0	0	2	1	0	1278	295	2	38	120	829	5	0	2928

PM		Northbound					Southbound					Eastbound					Westbound					Total
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
5:15-6:15	0	249	0	122	0	0	0	0	0	1	2	0	1314	283	1	38	149	906	4	1	3069	

Peak Hour
Turning Movement Count

Intersection: Ritchie Marlboro Rd & Sansbury Rd

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Tuesday, May 3, 2022

County: Prince Georges



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Weekday Morning Peak Hour (6:30 am - 9:30 am)																						
		Ritchie Marlboro Rd Northbound					McCarthy Dr Southbound					White House Rd Eastbound					White House Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
6:30-6:45	0	136	0	7	0	0	0	0	0	0	1	0	60	73	0	0	9	170	0	0	456	
6:45-7:00	0	181	0	13	0	0	0	0	0	1	4	0	59	99	0	0	9	178	0	0	543	
7:00-7:15	0	183	0	21	0	0	0	0	0	2	2	0	64	93	0	0	10	196	0	0	569	
7:15-7:30	0	200	0	19	0	0	0	0	0	1	0	0	97	130	0	0	19	207	0	0	672	
7:30-7:45	0	184	0	22	0	0	0	0	0	0	1	0	123	133	0	0	15	225	0	0	703	
7:45-8:00	0	182	0	25	0	0	0	0	0	1	1	0	144	98	0	0	14	214	0	0	678	
8:00-8:15	0	160	0	22	0	0	0	0	0	3	0	0	117	113	0	1	16	217	0	0	646	
8:15-8:30	0	141	0	16	0	0	0	0	0	1	3	0	108	134	0	0	20	175	0	0	597	
8:30-8:45	0	135	0	22	0	0	0	0	0	0	0	0	107	115	0	1	22	196	0	0	598	
8:45-9:00	0	128	0	12	0	0	0	0	0	0	1	0	103	125	0	0	17	190	0	0	576	
9:00-9:15	0	134	0	18	0	0	0	0	0	0	3	0	118	98	0	1	15	159	0	0	546	
9:15-9:30	0	92	0	8	0	0	0	0	0	0	2	0	125	108	0	1	10	149	0	0	495	

Hourly Totals																					
6:30-7:30	0	700	0	60	0	0	0	0	0	4	7	0	280	395	0	0	47	751	0	0	2244
6:45-7:45	0	748	0	75	0	0	0	0	0	4	7	0	343	455	0	0	53	806	0	0	2491
7:00-8:00	0	749	0	87	0	0	0	0	0	4	4	0	428	454	0	0	58	842	0	0	2626
7:15-8:15	0	726	0	88	0	0	0	0	0	5	2	0	481	474	0	1	64	863	0	0	2704
7:30-8:30	0	667	0	85	0	0	0	0	0	5	5	0	492	478	0	1	65	831	0	0	2629
7:45-8:45	0	618	0	85	0	0	0	0	0	5	4	0	476	460	0	2	72	802	0	0	2524
8:00-9:00	0	564	0	72	0	0	0	0	0	4	4	0	435	487	0	2	75	778	0	0	2421
8:15-9:15	0	538	0	68	0	0	0	0	0	1	7	0	436	472	0	2	74	720	0	0	2318
8:30-9:30	0	489	0	60	0	0	0	0	0	0	6	0	453	446	0	3	64	694	0	0	2215

AM		Northbound					Southbound					Eastbound					Westbound					Total
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
7:15-8:15	0	726	0	88	0	0	0	0	0	0	2	0	481	474	0	1	64	863	0	0	2704	

Weekday Evening Peak Hour (4 pm - 7 pm)																						
		Ritchie Marlboro Rd Northbound					McCarthy Dr Southbound					White House Rd Eastbound					White House Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:00-4:15	0	70	0	14	0	0	0	0	0	0	0	0	181	195	0	0	29	151	0	0	640	
4:15-4:30	0	78	0	11	0	0	0	0	0	0	1	0	184	185	0	0	48	171	0	0	678	
4:30-4:45	0	74	0	11	0	0	0	0	0	0	4	0	152	179	0	0	41	170	0	0	631	
4:45-5:00	0	78	0	19	0	0	0	0	0	0	0	0	175	175	0	0	28	198	0	0	673	
5:00-5:15	0	78	0	9	0	0	0	0	0	1	5	0	186	187	1	2	40	172	0	0	679	
5:15-5:30	0	89	0	16	0	0	0	0	0	0	3	0	168	172	0	0	55	190	0	0	693	
5:30-5:45	0	86	0	21	0	0	0	0	0	0	6	0	187	192	0	0	32	170	0	0	694	
5:45-6:00	0	84	0	15	0	0	0	0	0	0	0	0	207	123	0	0	34	181	0	0	644	
6:00-6:15	0	85	0	9	1	0	0	0	0	1	8	0	198	173	0	2	34	180	0	1	689	
6:15-6:30	0	83	0	16	0	0	0	0	0	0	5	0	157	198	0	0	24	158	0	0	641	
6:30-6:45	0	76	0	8	0	0	0	0	1	0	3	3	148	176	0	0	20	169	0	0	604	
6:45-7:00	0	70	1	6	0	0	0	0	0	1	3	1	162	140	0	1	25	147	1	0	557	

Hourly Totals																					
4:00-5:00	0	300	0	55	0	0	0	0	0	0	5	0	692	734	0	0	146	690	0	0	2622
4:15-5:15	0	308	0	50	0	0	0	0	0	1	10	0	697	726	1	2	157	711	0	0	2663
4:30-5:30	0	319	0	55	0	0	0	0	0	1	12	0	681	713	1	2	164	730	0	0	2678
4:45-5:45	0	331	0	65	0	0	0	0	0	1	14	0	716	726	1	2	155	730	0	0	2741
5:00-6:00	0	337	0	61	0	0	0	0	0	1	14	0	748	674	1	2	161	713	0	0	2712
5:15-6:15	0	344	0	61	1	0	0	0	0	1	17	0	760	660	0	2	155	721	0	1	2723
5:30-6:30	0	338	0	61	1	0	0	0	0	1	19	0	749	686	0	2	124	689	0	1	2671
5:45-6:45	0	328	0	48	1	0	0	0	1	1	16	3	710	670	0	2	112	688	0	1	2581
6:00-7:00	0	314	1	39	1	0	0	0	1	2	19	4	665	687	0	3	103	654	1	1	2495

PM		Northbound					Southbound					Eastbound					Westbound					Total
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total	
4:45-5:45	0	331	0	65	0	0	0	0	0	1	14	0	716	726	1	2	155	730	0	1	2741	

Peak Hour
Turning Movement Count



Intersection: White House Rd & Ritchie Marlboro Rd

Weather: Clear

Count by: CountCAM - DSS

Count Day/Date: Tuesday, May 3, 2022

County: Prince Georges

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
N/A Northbound		Harry S Truman Dr Southbound					White House Rd Eastbound					White House Rd Westbound					Total				
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45					0	0	4		86	0	0	30	32		0	0	84	11	0		247
6:45-7:00					0	0	5		82	0	0	44	33		0	0	91	15	0		270
7:00-7:15					0	1	5		98	0	0	52	35		0	0	103	15	0		309
7:15-7:30					0	0	6		88	1	0	59	57		0	0	117	14	0		341
7:30-7:45					0	0	5		117	0	0	84	62		0	0	113	15	0		396
7:45-8:00					0	1	9		96	0	0	77	83		0	0	130	26	0		422
8:00-8:15					0	9	9		87	1	0	68	74		0	0	125	16	0		388
8:15-8:30					0	12	8		87	1	0	70	54		0	0	91	13	0		335
8:30-8:45					0	8	8		83	0	0	70	60		0	0	120	11	0		360
8:45-9:00					0	3	10		95	0	0	76	41		0	0	96	15	0		336
9:00-9:15					0	6	9		80	2	0	80	53		0	0	71	8	0		307
9:15-9:30					0	2	5		71	2	0	71	63		0	0	77	8	0		297

Hourly Totals																					
6:30-7:30					0	1	20		354	1	0	185	157		0	0	395	55	0		1168
6:45-7:45					0	1	21		385	1	0	239	187		0	0	424	59	0		1317
7:00-8:00					0	2	25		399	1	0	272	237		0	0	463	70	0		1469
7:15-8:15					0	10	29		388	2	0	288	276		0	0	485	71	0		1549
7:30-8:30					0	22	31		387	2	0	299	273		0	0	459	70	0		1543
7:45-8:45					0	30	34		353	2	0	285	271		0	0	466	66	0		1507
8:00-9:00					0	32	35		352	2	0	284	229		0	0	432	55	0		1421
8:15-9:15					0	29	35		345	3	0	296	208		0	0	378	47	0		1341
8:30-9:30					0	19	32		329	4	0	297	217		0	0	364	42	0		1304

AM Peak Hour 7:15-8:15		Northbound					Southbound					Eastbound					Westbound					Total			
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
0					10	29		388	0	0	288	276		0	0	485	71	0		0					1549

Weekday Evening Peak Hour (4 pm - 7 pm)																					
N/A Northbound		Harry S Truman Dr Southbound					White House Rd Eastbound					White House Rd Westbound					Total				
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15					0	7	11		102	0	0	88	85		0	0	74	9	0		376
4:15-4:30					0	1	12		132	0	0	92	101		0	0	73	11	0		422
4:30-4:45					0	0	10		131	0	0	99	72		0	0	85	11	0		408
4:45-5:00					0	0	16		134	0	0	100	89		0	0	77	7	0		423
5:00-5:15					0	1	9		132	0	0	109	94		0	0	75	7	0		427
5:15-5:30					0	2	17		144	0	0	108	78		0	0	98	9	0		456
5:30-5:45					0	1	14		115	0	0	113	90		0	0	73	11	0		417
5:45-6:00					0	0	16		125	0	0	104	111		0	0	87	5	0		448
6:00-6:15					0	0	12		129	0	0	99	102		0	0	78	12	0		432
6:15-6:30					0	0	12		107	0	0	91	94		0	0	68	8	0		380
6:30-6:45					0	1	9		107	0	0	83	68		0	0	78	7	0		353
6:45-7:00					0	0	8		105	0	0	92	76		0	0	60	10	0		351

Hourly Totals																					
4:00-5:00					0	8	49		499	0	0	379	347		0	0	309	38	0		1629
4:15-5:15					0	2	47		529	0	0	400	356		0	0	310	36	0		1680
4:30-5:30					0	3	52		541	0	0	416	333		0	0	335	34	0		1714
4:45-5:45					0	4	56		525	0	0	430	351		0	0	323	34	0		1723
5:00-6:00					0	4	56		516	0	0	434	373		0	0	333	32	0		1748
5:15-6:15					0	3	59		513	0	0	424	381		0	0	336	37	0		1753
5:30-6:30					0	1	54		476	0	0	407	397		0	0	306	36	0		1677
5:45-6:45					0	1	49		468	0	0	377	375		0	0	311	32	0		1613
6:00-7:00					0	1	41		448	0	0	365	340		0	0	284	37	0		1516

PM Peak Hour 5:15-6:15		Northbound					Southbound					Eastbound					Westbound					Total			
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
0					3	59		513	0	0	424	381		0	0	336	37	0		0					1753

Peak Hour Turning Movement Count	Intersection: White House Rd & Harry S Truman Dr Weather: Clear Count by: CountCAM - DSS Count Day/Date: Tuesday, May 3, 2022 County: Prince Georges
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	

Appendix B

Level of Service (LOS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

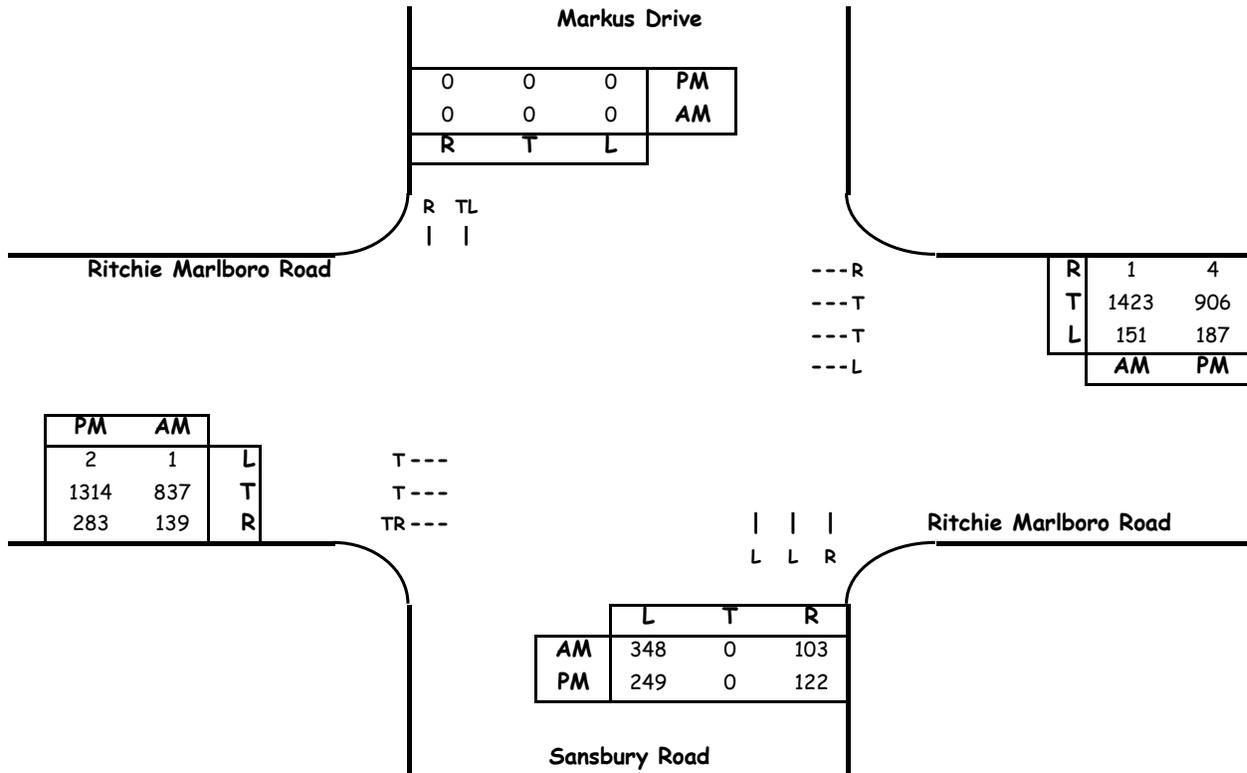
Intersection of: Ritchie Marlboro Road

and: Sansbury Road

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	348	0.6	209				209
SB	0	1	0				0
EB	976	0.37	361	151	1	151	783
WB	1423	0.55	783	1	0	0	
CLV TOTAL=							992
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	249	0.6	149				149
SB	0	1	0				0
EB	1597	0.37	591	187	1	187	778
WB	906	0.55	498	2	0	0	
CLV TOTAL=							927
Level of Service (LOS) =							A

Critical Lane Volume Analysis		Ritchie Marlboro Road & Sansbury Road (Existing Traffic)	Intersection 3
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

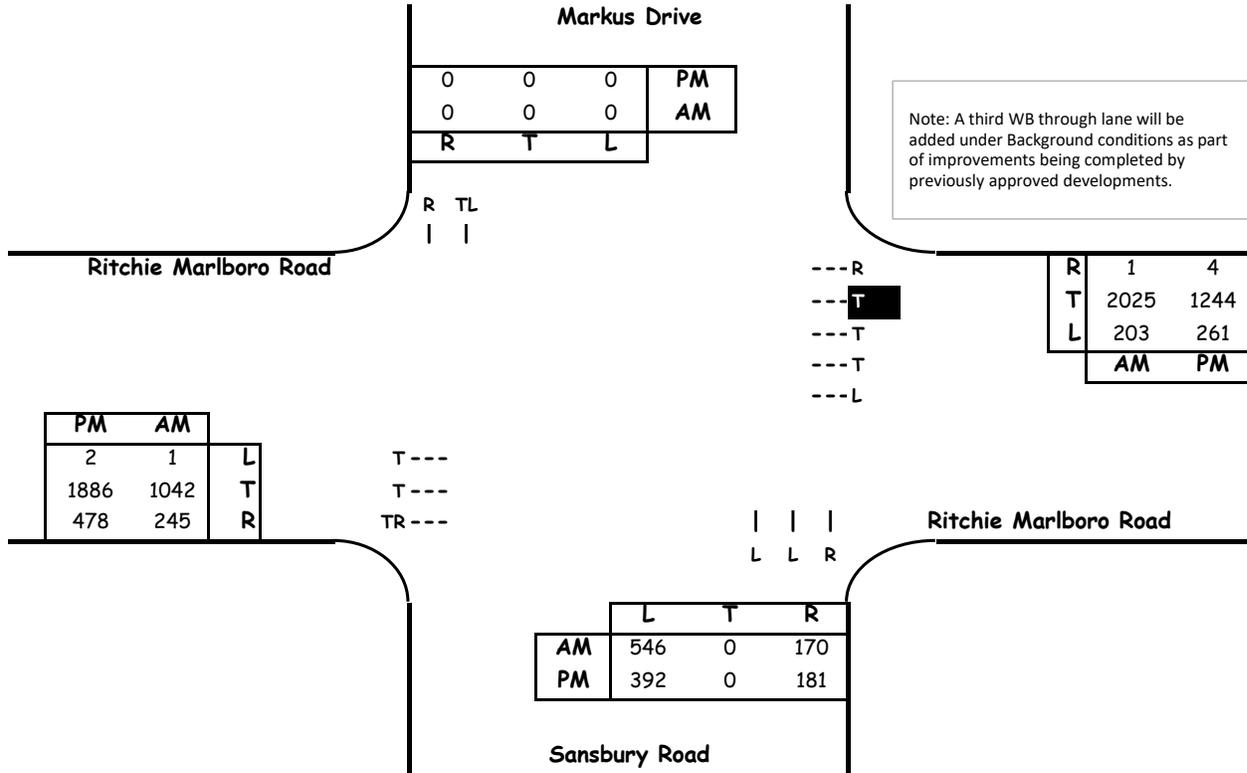
Intersection of: Ritchie Marlboro Road

and: Sansbury Road

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	546	0.6	328				328
SB	0	1	0				0
EB	1287	0.37	476	203	1	203	749
WB	2025	0.37	749	1	0	0	
CLV TOTAL=							1077
Level of Service (LOS)=							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	392	0.6	235				235
SB	0	1	0				0
EB	2364	0.37	875	261	1	261	1136
WB	1244	0.37	460	2	0	0	
CLV TOTAL=							1371
Level of Service (LOS)=							D

Critical Lane Volume Analysis		Ritchie Marlboro Road & Sansbury Road (Background Traffic)	Intersection 3
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

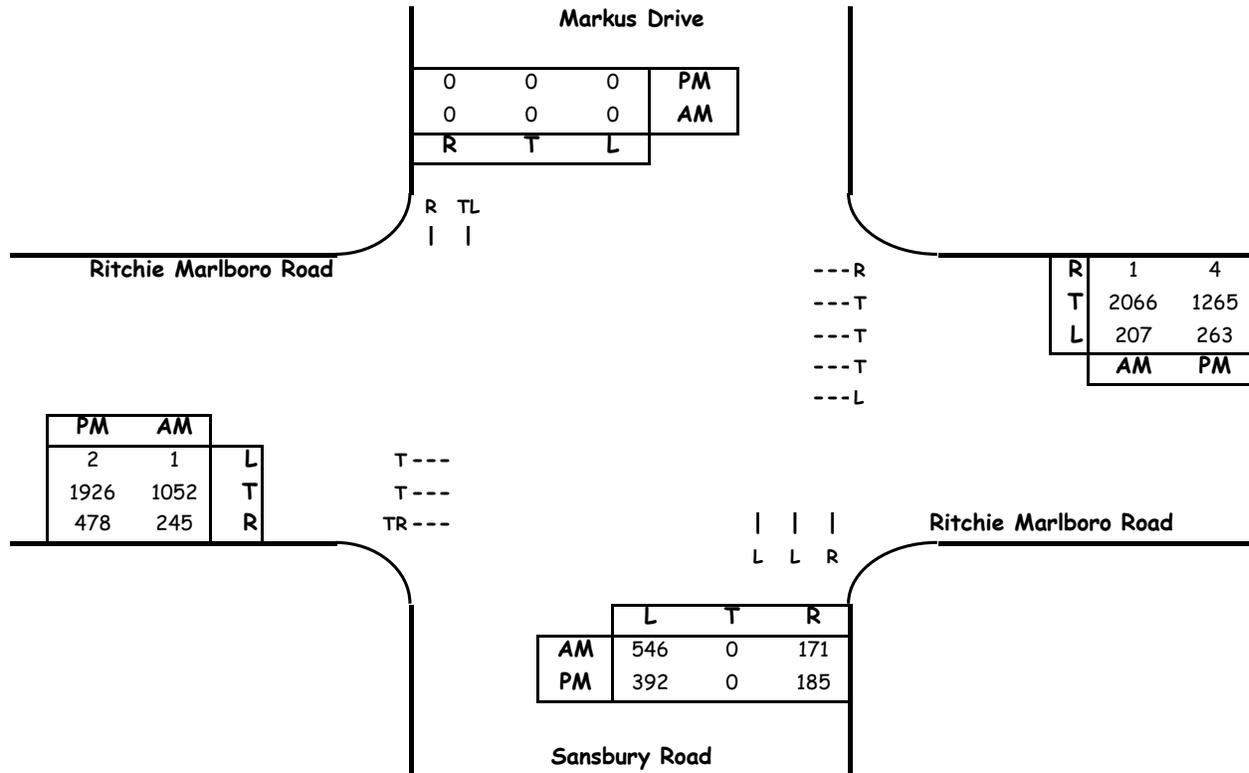
Intersection of: Ritchie Marlboro Road

and: Sansbury Road

Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	546	0.6	328				328
SB	0	1	0				0
EB	1297	0.37	480	207	1	207	764
WB	2066	0.37	764	1	0	0	
CLV TOTAL=							1092
Level of Service (LOS)=							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	392	0.6	235				235
SB	0	1	0				0
EB	2404	0.37	889	263	1	263	1152
WB	1265	0.37	468	2	0	0	
CLV TOTAL=							1387
Level of Service (LOS)=							D

Critical Lane Volume Analysis		Ritchie Marlboro Road & Sansbury Road (Total Traffic)	Intersection 3
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

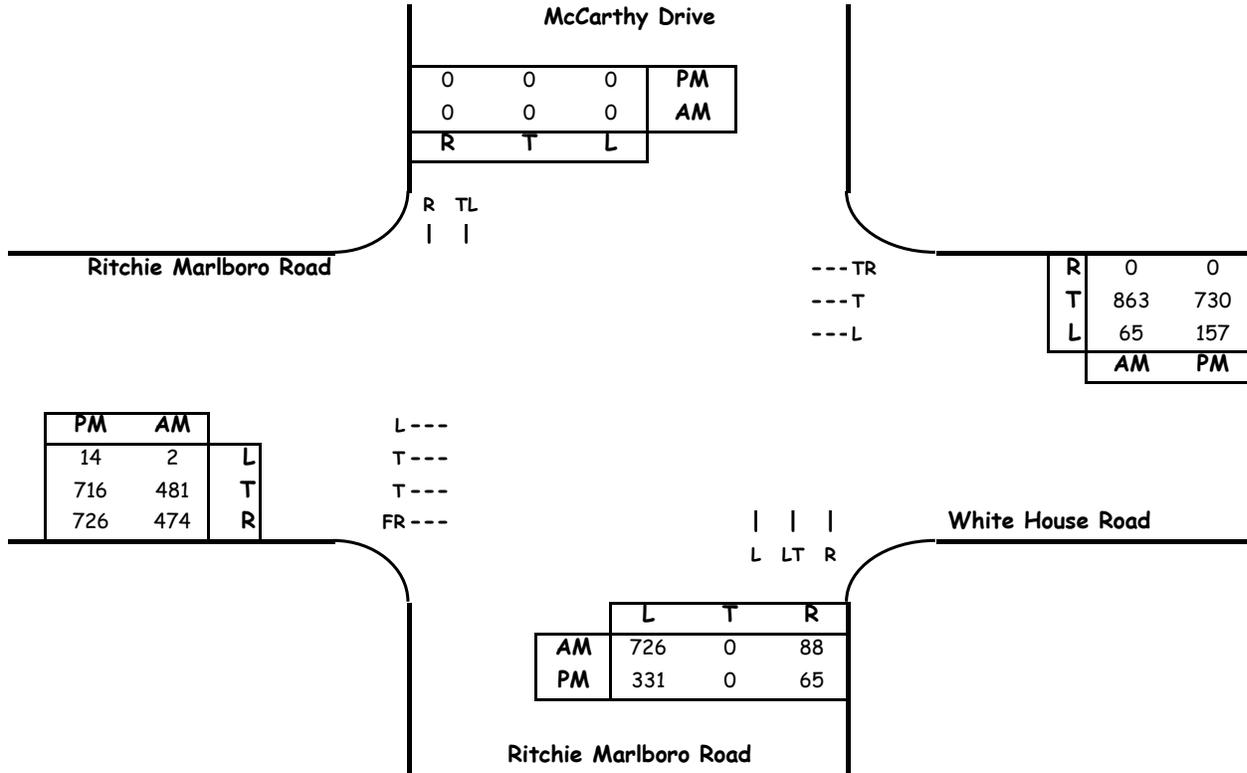
Intersection of: Ritchie Marlboro Road

and: White House Road

Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	726	0.6	436				436
SB	0	1	0				0
EB	481	0.55	265	65	1	65	477
WB	863	0.55	475	2	1	2	
CLV TOTAL=							913
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	331	0.6	199				199
SB	0	1	0				0
EB	716	0.55	394	157	1	157	551
WB	730	0.55	402	14	1	14	
CLV TOTAL=							750
Level of Service (LOS)=							A

Critical Lane Volume Analysis		Ritchie Marlboro Road & White House Road (Existing Traffic)	Intersection 2
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for Prince Georges County

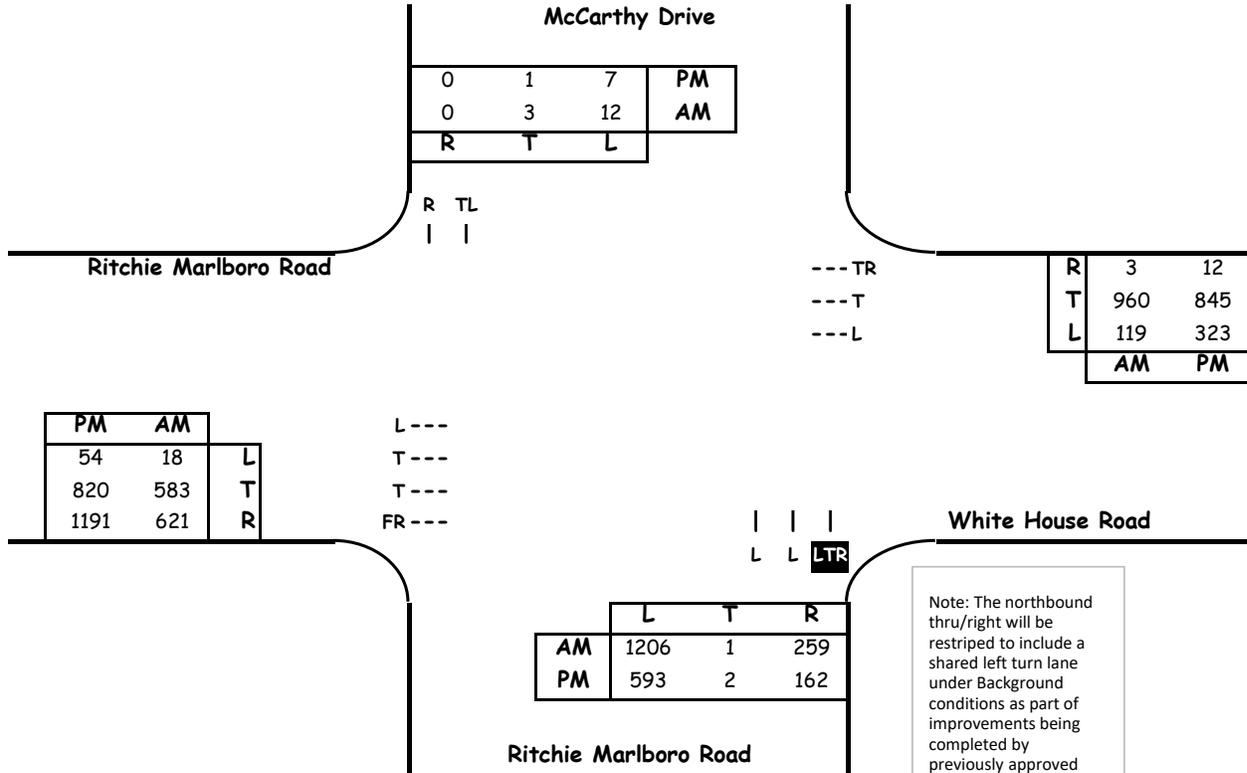
Intersection of: Ritchie Marlboro Road

and: White House Road

Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	1466	0.45	660				660
SB	15	1	15				15
EB	583	0.55	321	119	1	119	548
WB	963	0.55	530	18	1	18	
CLV TOTAL=							1223
Level of Service (LOS) =							C

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	757	0.45	341				341
SB	8	1	8				8
EB	820	0.55	451	323	1	323	774
WB	857	0.55	471	54	1	54	
CLV TOTAL=							1123
Level of Service (LOS) =							B

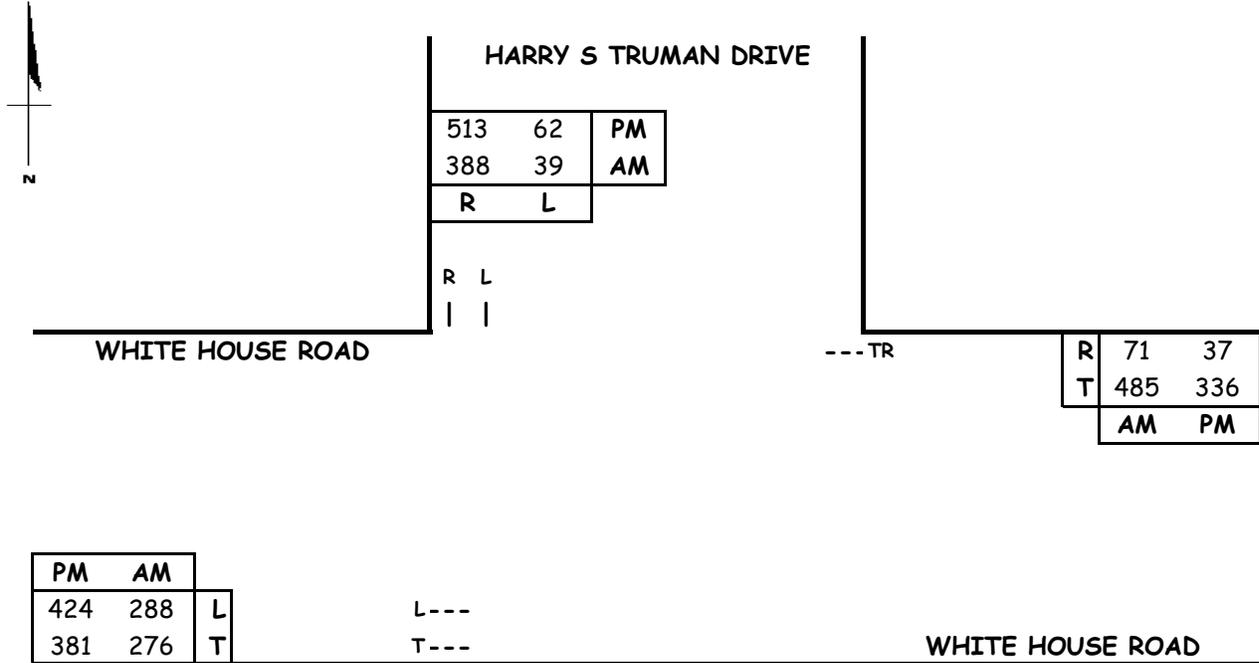
Critical Lane Volume Analysis		Ritchie Marlboro Road & White House Road (Background Traffic)	Intersection 2
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning			

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: Harry S Truman Drive
and: White House Road
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
SB	100	1.00	100			100
EB	276	1.00	276			844
WB	556	1.00	556	288	1.00 288	
CLV TOTAL=						944
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
SB	89	1.00	89			89
EB	381	1.00	381			797
WB	373	1.00	373	424	1.00 424	
CLV TOTAL=						886
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Harry S Truman Drive &
White House Road
(Existing Traffic)

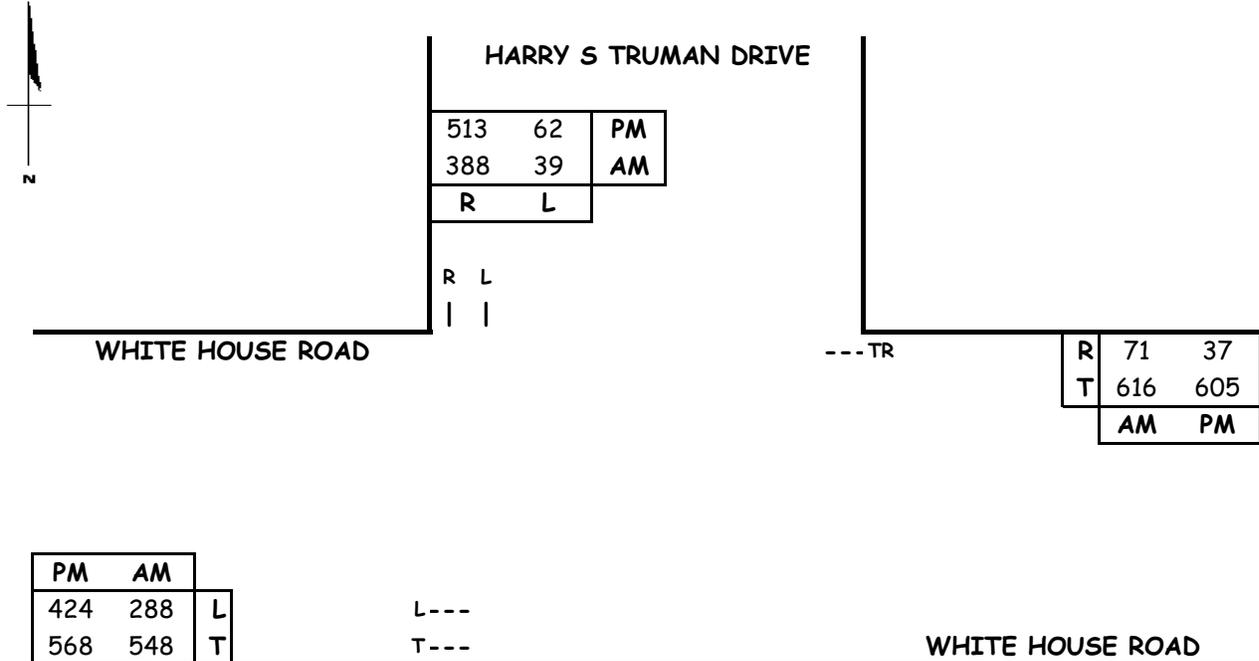
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: Harry S Truman Drive
and: White House Road
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
SB	100	1.00	100			100
EB	548	1.00	548			975
WB	687	1.00	687	288	1.00 288	
CLV TOTAL=						1075
Level of Service (LOS) =						B

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
SB	89	1.00	89			89
EB	568	1.00	568			1066
WB	642	1.00	642	424	1.00 424	
CLV TOTAL=						1155
Level of Service (LOS) =						C

Critical Lane Volume Analysis



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(Background Traffic)

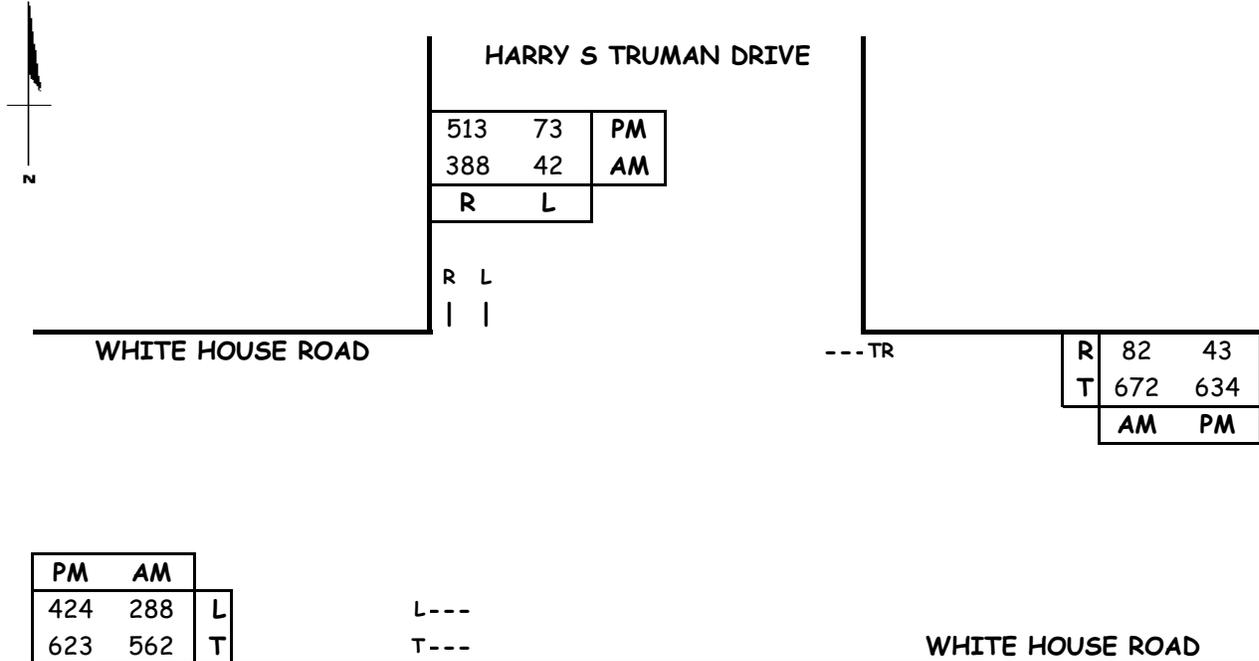
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: Harry S Truman Drive
and: White House Road
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		AM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
SB	100	1.00	100			100
EB	562	1.00	562			1042
WB	754	1.00	754	288	1.00 288	
CLV TOTAL=						1142
Level of Service (LOS) =						B

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		PM
	VOL	x LUF	= Total	VOL	x LUF = Total	CLV
SB	89	1.00	89			89
EB	623	1.00	623			1101
WB	677	1.00	677	424	1.00 424	
CLV TOTAL=						1190
Level of Service (LOS) =						C

Critical Lane Volume Analysis



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Harry S Truman Drive &
White House Road
(Total Traffic)

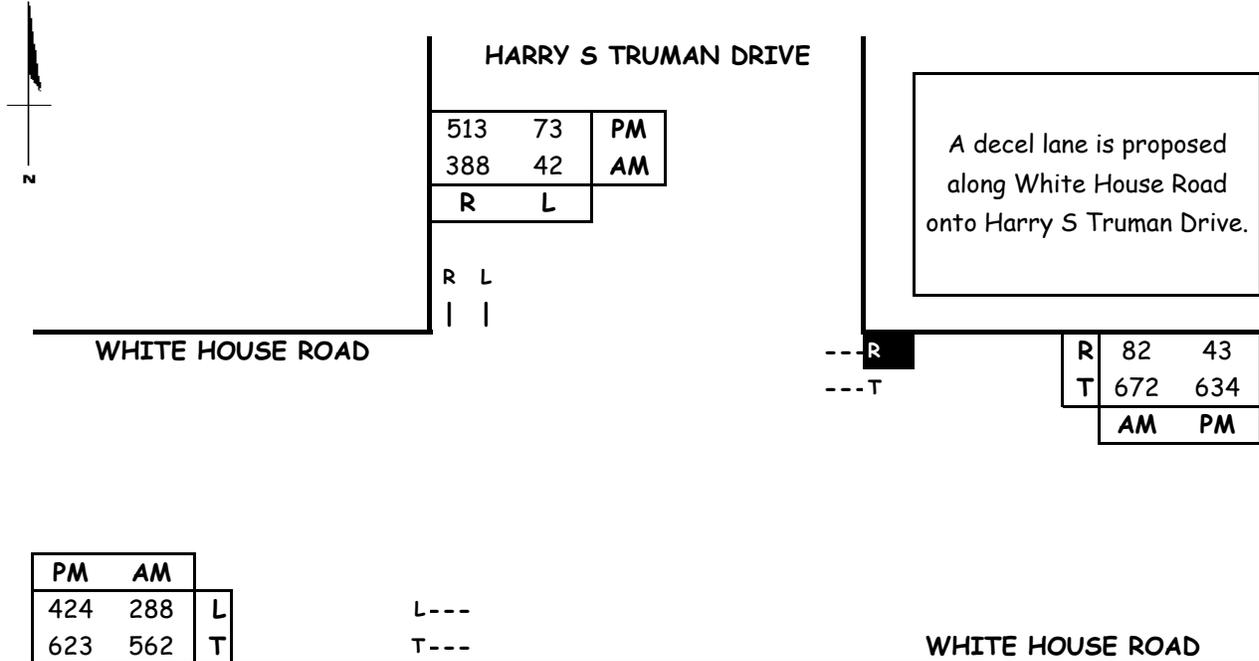
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for Prince Georges County

Intersection of: Harry S Truman Drive
and: White House Road
Conditions: Total Traffic with Improvement

Analyst: Lenhart Traffic Consulting (LTC)

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	100	1.00	100				100
EB	562	1.00	562				960
WB	672	1.00	672	288	1.00	288	
CLV TOTAL=							1060
Level of Service (LOS) =							B

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	89	1.00	89				89
EB	623	1.00	623				1058
WB	634	1.00	634	424	1.00	424	
CLV TOTAL=							1147
Level of Service (LOS) =							B

Critical Lane Volume Analysis

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www.lenharttraffic.com

Harry S Truman Drive &
White House Road
(Total Traffic with Improvement)

**Intersection
3**

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

Kenwood Village
AM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	288	276	485	71	39	388
Future Volume (Veh/h)	288	276	485	71	39	388
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	313	300	527	77	42	422
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	604				1492	566
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	604				1492	566
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	68				54	19
cM capacity (veh/h)	974				92	524
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	613	604	42	422		
Volume Left	313	0	42	0		
Volume Right	0	77	0	422		
cSH	974	1700	92	524		
Volume to Capacity	0.32	0.36	0.46	0.81		
Queue Length 95th (ft)	35	0	48	193		
Control Delay (s)	7.3	0.0	73.1	34.5		
Lane LOS	A		F	D		
Approach Delay (s)	7.3	0.0	38.0			
Approach LOS			E			
Intersection Summary						
Average Delay			13.1			
Intersection Capacity Utilization			73.6%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

Kenwood Village
AM Background

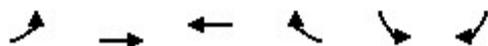


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	288	548	616	71	39	288
Future Volume (Veh/h)	288	548	616	71	39	288
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	313	596	670	77	42	313
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	747				1930	708
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	747				1930	708
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	64				9	28
cM capacity (veh/h)	861				46	434
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	909	747	42	313		
Volume Left	313	0	42	0		
Volume Right	0	77	0	313		
cSH	861	1700	46	434		
Volume to Capacity	0.36	0.44	0.91	0.72		
Queue Length 95th (ft)	42	0	93	141		
Control Delay (s)	8.2	0.0	241.0	31.9		
Lane LOS	A		F	D		
Approach Delay (s)	8.2	0.0	56.6			
Approach LOS			F			
Intersection Summary						
Average Delay			13.7			
Intersection Capacity Utilization			94.8%	ICU Level of Service	F	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

Kenwood Village
AM Total



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	288	562	672	82	42	388
Future Volume (Veh/h)	288	562	672	82	42	388
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	313	611	730	89	46	422
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	819				2012	774
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819				2012	774
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	61				0	0
cM capacity (veh/h)	810				40	398
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	924	819	46	422		
Volume Left	313	0	46	0		
Volume Right	0	89	0	422		
cSH	810	1700	40	398		
Volume to Capacity	0.39	0.48	1.16	1.06		
Queue Length 95th (ft)	46	0	114	354		
Control Delay (s)	9.0	0.0	351.6	94.5		
Lane LOS	A		F	F		
Approach Delay (s)	9.0	0.0	119.8			
Approach LOS			F			
Intersection Summary						
Average Delay			29.1			
Intersection Capacity Utilization			99.2%	ICU Level of Service	F	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

Kenwood Village
AM Total with Improvement



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Volume (veh/h)	288	562	672	82	42	388
Future Volume (Veh/h)	288	562	672	82	42	388
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	313	611	730	89	46	422
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	819			1967	730	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819			1967	730	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	61			0	0	
cM capacity (veh/h)	810			42	422	
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2	
Volume Total	924	730	89	46	422	
Volume Left	313	0	0	46	0	
Volume Right	0	0	89	0	422	
cSH	810	1700	1700	42	422	
Volume to Capacity	0.39	0.43	0.05	1.09	1.00	
Queue Length 95th (ft)	46	0	0	110	314	
Control Delay (s)	9.0	0.0	0.0	314.2	75.3	
Lane LOS	A			F	F	
Approach Delay (s)	9.0	0.0			98.8	
Approach LOS				F		
Intersection Summary						
Average Delay			24.7			
Intersection Capacity Utilization			94.2%		ICU Level of Service	F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
4: Site Access & White House Road

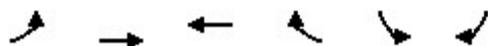
Kenwood Village
AM Total

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	589	17	2	691	67	7
Future Volume (Veh/h)	589	17	2	691	67	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	640	18	2	751	73	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			658	1395		640
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			658	1395		640
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	53		98
cM capacity (veh/h)			930	155		475
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	640	18	753	81		
Volume Left	0	0	2	73		
Volume Right	0	18	0	8		
cSH	1700	1700	930	167		
Volume to Capacity	0.38	0.01	0.00	0.49		
Queue Length 95th (ft)	0	0	0	58		
Control Delay (s)	0.0	0.0	0.1	45.6		
Lane LOS			A	E		
Approach Delay (s)	0.0		0.1	45.6		
Approach LOS				E		
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			48.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

Kenwood Village
PM Existing

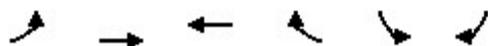


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	424	381	336	37	62	513
Future Volume (Veh/h)	424	381	336	37	62	513
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	461	414	365	40	67	558
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	405				1721	385
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	405				1721	385
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	60				0	16
cM capacity (veh/h)	1154				59	663
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	875	405	67	558		
Volume Left	461	0	67	0		
Volume Right	0	40	0	558		
cSH	1154	1700	59	663		
Volume to Capacity	0.40	0.24	1.14	0.84		
Queue Length 95th (ft)	49	0	138	233		
Control Delay (s)	7.9	0.0	275.9	32.5		
Lane LOS	A		F	D		
Approach Delay (s)	7.9	0.0	58.6			
Approach LOS			F			
Intersection Summary						
Average Delay			22.9			
Intersection Capacity Utilization			76.9%	ICU Level of Service	D	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

Kenwood Village
PM Background



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	424	568	605	37	62	513
Future Volume (Veh/h)	424	568	605	37	62	513
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	461	617	658	40	67	558
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	698				2217	678
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	698				2217	678
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	49				0	0
cM capacity (veh/h)	898				23	452
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	1078	698	67	558		
Volume Left	461	0	67	0		
Volume Right	0	40	0	558		
cSH	898	1700	23	452		
Volume to Capacity	0.51	0.41	2.86	1.23		
Queue Length 95th (ft)	75	0	211	563		
Control Delay (s)	11.7	0.0	1190.5	150.4		
Lane LOS	B		F	F		
Approach Delay (s)	11.7	0.0	261.9			
Approach LOS			F			
Intersection Summary						
Average Delay			73.4			
Intersection Capacity Utilization			100.9%	ICU Level of Service	G	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: White House Road & Harry S Truman Drive

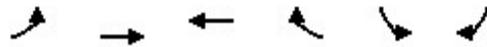
Kenwood Village
PM Total



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Volume (veh/h)	424	623	634	43	73	513
Future Volume (Veh/h)	424	623	634	43	73	513
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	461	677	689	47	79	558
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	736				2312	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	736				2312	712
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	47				0	0
cM capacity (veh/h)	870				20	432
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	1138	736	79	558		
Volume Left	461	0	79	0		
Volume Right	0	47	0	558		
cSH	870	1700	20	432		
Volume to Capacity	0.53	0.43	4.02	1.29		
Queue Length 95th (ft)	80	0	Err	608		
Control Delay (s)	12.7	0.0	Err	174.5		
Lane LOS	B		F	F		
Approach Delay (s)	12.7	0.0	1392.9			
Approach LOS			F			
Intersection Summary						
Average Delay			359.1			
Intersection Capacity Utilization			106.3%		ICU Level of Service	G
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: White House Road & Harry S Truman Drive

Kenwood Village
 PM Total with Improvement



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↕	↕	↕
Traffic Volume (veh/h)	424	623	634	43	73	513
Future Volume (Veh/h)	424	623	634	43	73	513
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	461	677	689	47	79	558
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	736				2288	689
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	736				2288	689
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	47				0	0
cM capacity (veh/h)	870				20	446
Direction, Lane #	EB 1	WB 1	WB 2	SB 1	SB 2	
Volume Total	1138	689	47	79	558	
Volume Left	461	0	0	79	0	
Volume Right	0	0	47	0	558	
cSH	870	1700	1700	20	446	
Volume to Capacity	0.53	0.41	0.03	3.88	1.25	
Queue Length 95th (ft)	80	0	0	Err	577	
Control Delay (s)	12.7	0.0	0.0	Err	157.9	
Lane LOS	B			F	F	
Approach Delay (s)	12.7	0.0		1378.4		
Approach LOS				F		
Intersection Summary						
Average Delay			355.4			
Intersection Capacity Utilization			103.7%		ICU Level of Service	G
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

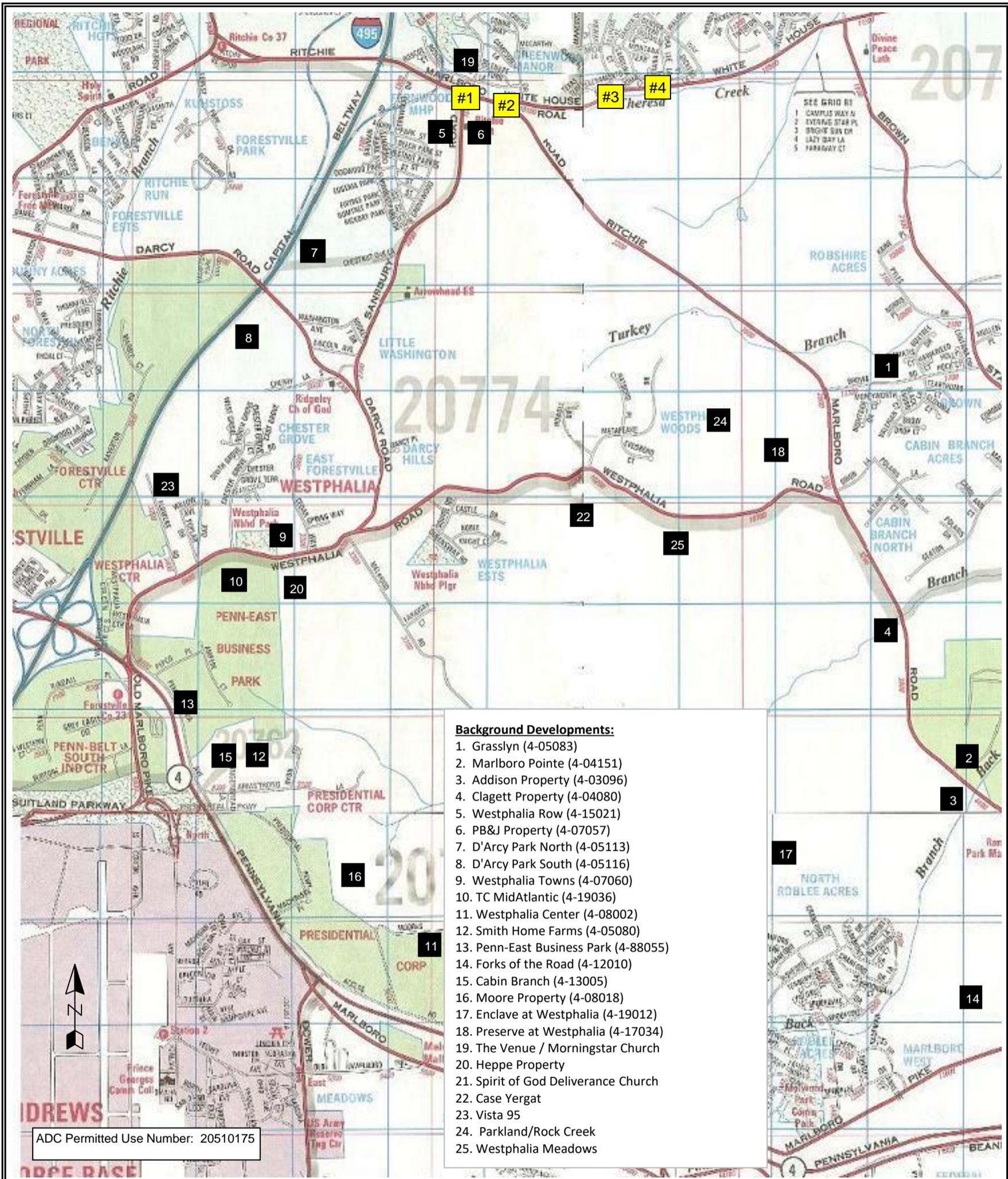
4: Site Access & White House Road

Kenwood Village
PM Total

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	634	66	7	644	35	4
Future Volume (Veh/h)	634	66	7	644	35	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	689	72	8	700	38	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			761		1405	689
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			761		1405	689
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		75	99
cM capacity (veh/h)			851		152	446
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	689	72	708	42		
Volume Left	0	0	8	38		
Volume Right	0	72	0	4		
cSH	1700	1700	851	162		
Volume to Capacity	0.41	0.04	0.01	0.26		
Queue Length 95th (ft)	0	0	1	25		
Control Delay (s)	0.0	0.0	0.3	34.7		
Lane LOS			A	D		
Approach Delay (s)	0.0		0.3	34.7		
Approach LOS				D		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			49.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Appendix C

Background Developments



Traffic Impact Analysis

Background Development
Location Map

Exhibit
C-1

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

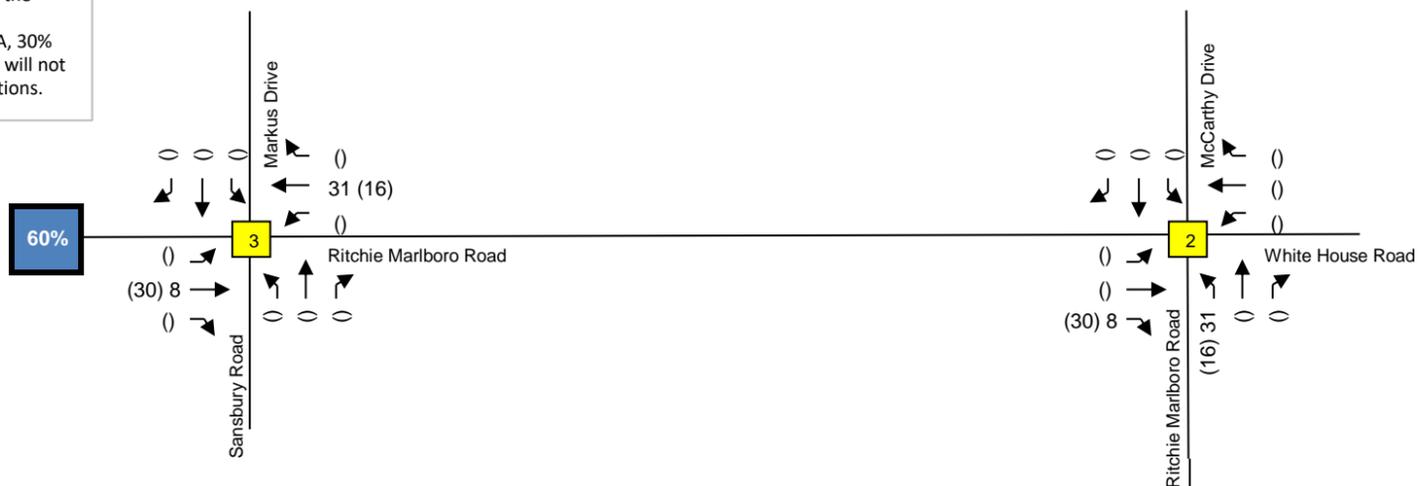
Trip Generation Totals

			AM Peak			PM Peak			
			In	Out	Total	In	Out	Total	
1	Grasslyn	Single-Family Housing (Prince Georges County Rates)	85 units	13	51	64	50	27	77
2	Marlboro Pointe	Single-Family Housing (Prince Georges County Rates)	55 units	8	33	41	33	17	50
3	Addison Property	Single-Family Housing (Prince Georges County Rates)	75 units remaining	11	45	56	44	24	68
4	Marlboro Ridge	Single-Family Housing (Prince Georges County Rates)	30 units remaining	5	18	23	18	9	27
		Townhouse (Prince Georges County Rates)	75 units remaining	11	42	53	39	21	60
5	Westphalia Row	Townhouse (Prince Georges County Rates)	19 units remaining	3	10	13	10	5	15
6	PB&J	Trip Cap from PP 4-07057 minus DSP 08043-01		22	22	44	27	26	53
7	D'Arcy Park N	Townhouse (Prince Georges County Rates)	329 units	46	184	230	171	92	263
		Apartments (garden and mid-rise, Prince Georges County Rates)	168 units	17	70	87	66	35	101
8	D'Arcy Park S	Townhouse (Prince Georges County Rates)	460 units	64	258	322	239	129	368
9	Westphalia Towns	Single-Family Housing (Prince Georges County Rates)	5 units	1	3	4	3	2	5
		Townhouse (Prince Georges County Rates)	200 units	28	112	140	104	56	160
10	TC MidAtlantic	Warehousing (0.3 FAR, Prince Georges County Rates)	324,480 sq.ft.	104	26	130	26	104	130
		General Office (0.4 FAR, Prince George's County Rates)	38,400 sq.ft.	69	8	77	13	58	71
11	Westphalia Town Ctr	Phase I Trip Cap from 4-08002		1350	260	1610	385	1334	1719
		minus Phase 1 Townhouses	348 units	-49	-195	-244	-181	-97	-278
				1301	65	1366	204	1237	1441
12	Smith Home Farm (From Traffic Group Study Dated 11/11/2021)	Phases 1-3	0 units remaining	Built Out					
		Phases 4-6	967 units remaining	87	378	465	329	151	480
		Section 7 - Townhouse Units	639 units	77	338	415	303	152	455
		Section 7 - Shopping Center	46,000 sq. ft.	27	17	44	37	40	77
13	Penn East Business Pk			Built Out					
14	Forks of The Road	Trip Cap from PP 4-12010 minus DSP-17057	59,156 sq.ft. Commercial/Retail	69	47	116	84	101	185
15	Cabin Branch	Townhouse (Prince Georges County Rates)	204 units remaining	29	114	143	106	57	163
		Retail (ksf, ITE-820) (After subtracting 60% pass-by trips)	8,600 sq.ft. (Primary Trips)	3	2	5	10	10	20
16	Moore Property	Apartments (garden and mid-rise, Prince Georges County Rates)	640 units	67	266	333	250	134	384
17	Enclave at Westphalia	Townhouse (Prince Georges County Rates)	356 units	50	199	249	185	100	285
18	Preserve at Westphalia	Single-Family Housing (Prince Georges County Rates)	108 units	16	65	81	63	34	97
		Townhouse (Prince Georges County Rates)	184 units	26	103	129	96	51	147
		Shopping Center (ksf, ITE-820)	12,500 sq.ft.	98	60	158	56	61	117
		-50% Pass By Trips		-49	-30	-79	-28	-31	-59
		Primary Trips		49	30	79	28	30	58
19	The Venue	Townhouse (Prince Georges County Rates)	90 units remaining	13	50	63	47	25	72
20	Heppe Property	Townhouse (Prince Georges County Rates)	37 units remaining	5	21	26	20	10	30
21	Spirit of God Deliverance Church	Church (under 25,000 square feet (Prince George's County Rates))	18,112 sq. ft.	6	4	10	5	5	10
		Day Care (Prince George's County Rates)	30 students	13	11	24	12	13	25
22	Case Yergat	Single-Family Housing (Prince George's County Rates)	531 units max	80	318	398	311	167	478
		Townhouse (Prince George's County Rates)	130 units max	18	73	91	68	36	104
23	Vista 95	Industrial (Light Service, Prince George's County Rates)	387,556 sq.ft.	267	66	333	66	267	333
24	Parkland/Rock Creek	Single-Family Housing (Prince Georges County Rates)	99 units	15	59	74	58	31	89
		Townhouse (Prince Georges County Rates)	423 units	59	237	296	220	118	338
		Senior Adult Housing - Multifamily (Prince George's County Rates)	160 units	8	13	21	16	10	26
		Shopping Center (ksf, ITE-820)	12,500 sq.ft.	18	12	30	41	41	82
		-50% Pass By Trips		-9	-6	-15	-20	-21	-41
		Primary Trips		9	6	15	21	20	41
25	Westphalia Meadows	Single-Family Housing (Prince George's County Rates)	100 units	15	60	75	59	31	90
		Townhouse (Prince George's County Rates)	185 units	26	104	130	96	52	148

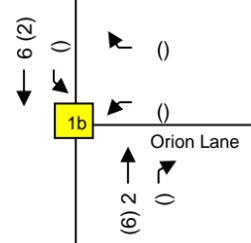
Note: Trip Generation Rates obtained from Prince George's County Transportation Review Guidelines and/or ITE Trip Generation Manual, 10th Edition as specified in the Guidelines.

Traffic Impact Analysis	Trip Generation for Background Developments	Exhibit C-2
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

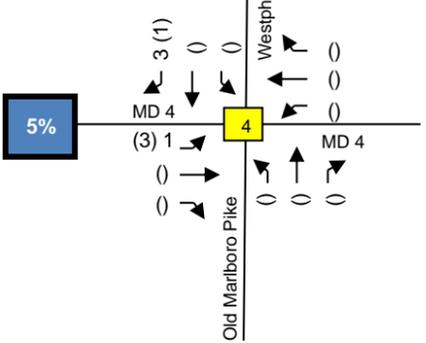
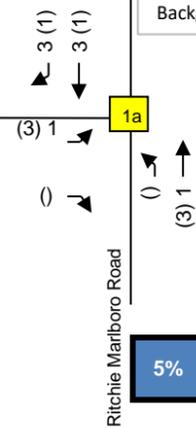
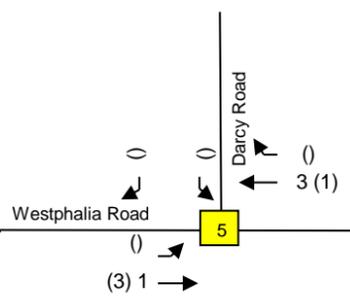
Note: Trip assignment based on the approved TIA for the Grasslyn development. Based on that TIA, 30% of traffic from the development will not pass through the study intersections.



Dev. 1



Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.



Traffic Impact Analysis

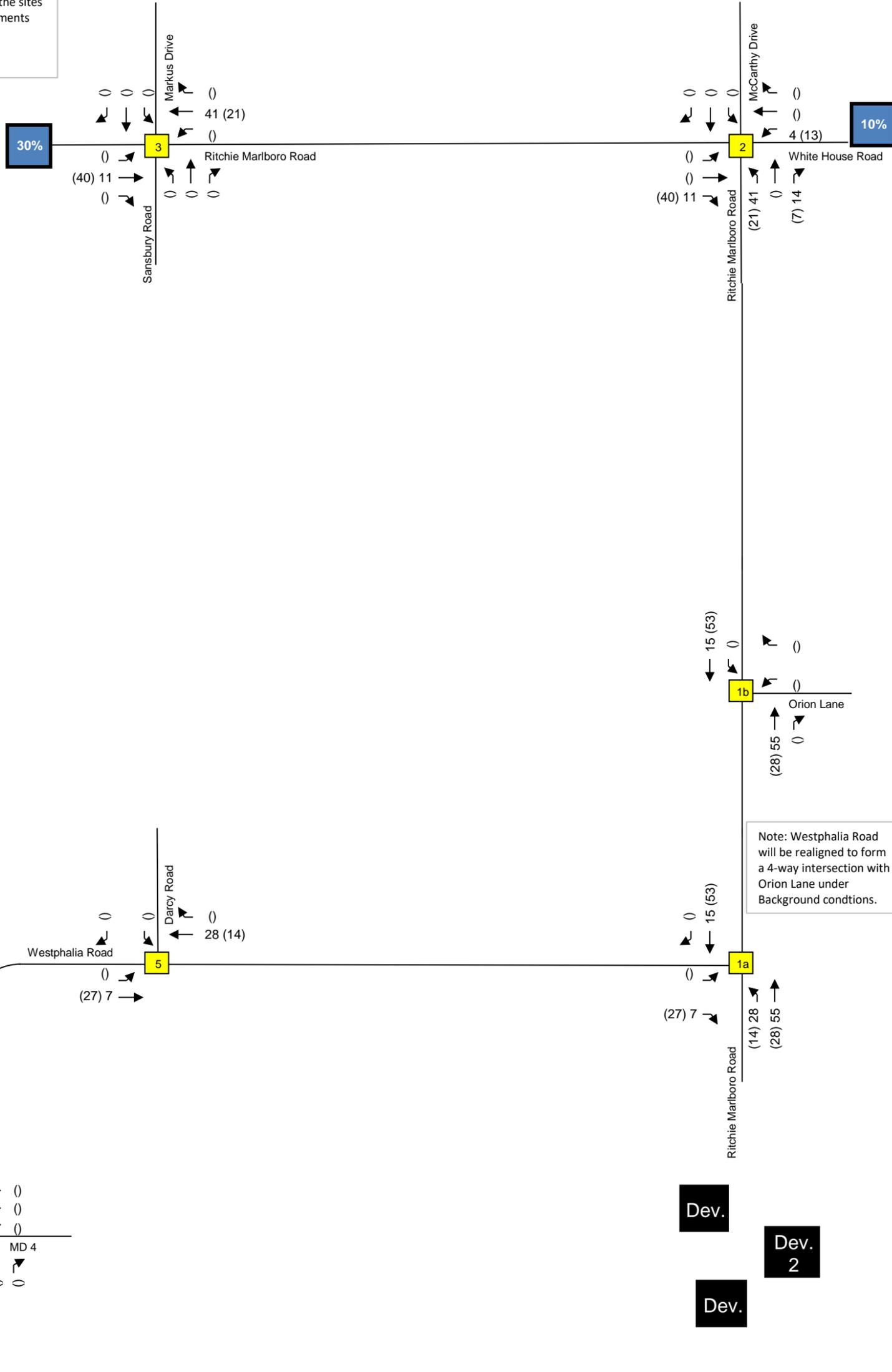
Background Development #1 Trip Assignment

Exhibit
C-3

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: Based on the location of the sites 40% of traffic from the developments will not pass through the study intersections.



Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.

Dev.
Dev. 2
Dev.

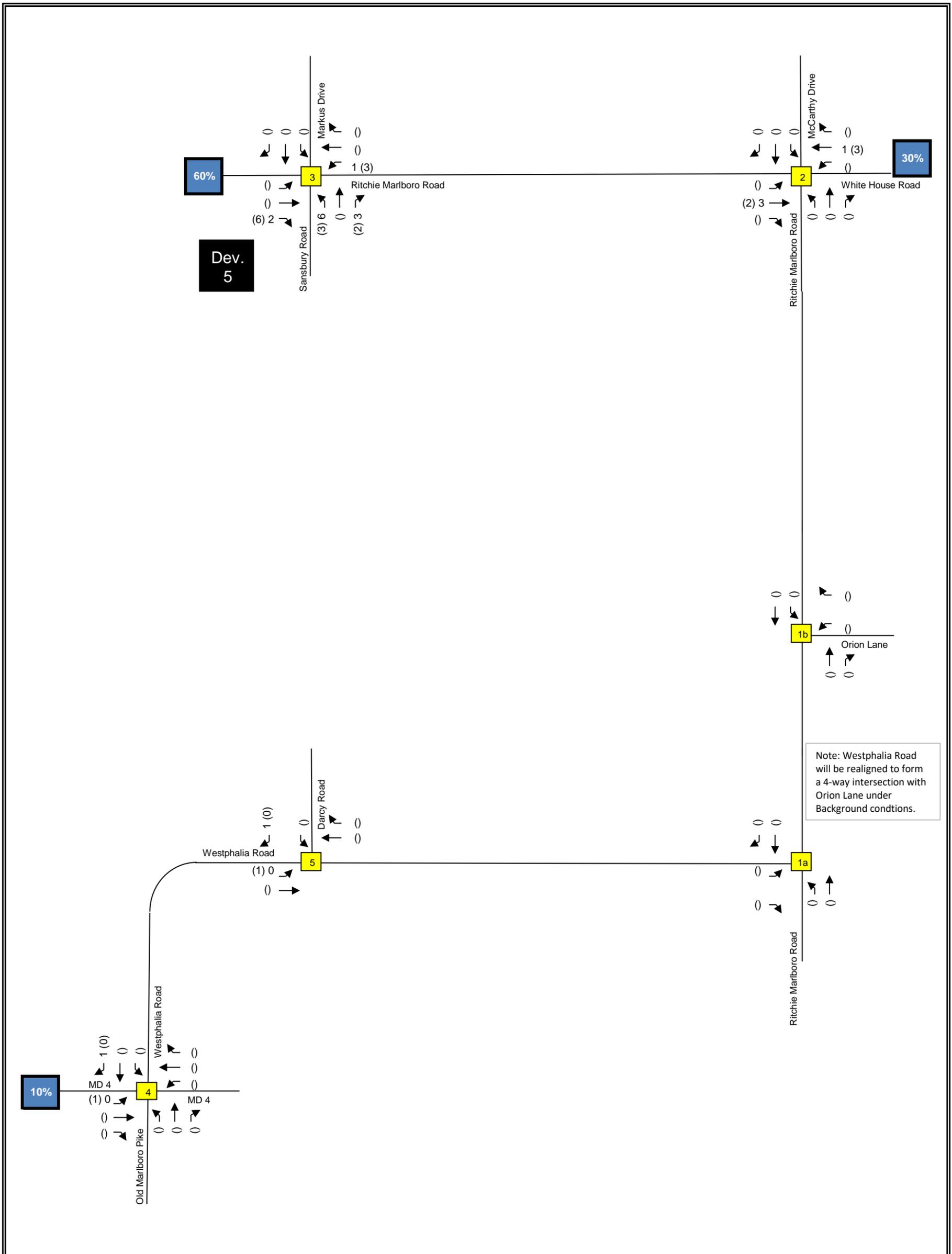
Traffic Impact Analysis

Background Developments # 2, 3 & 4 Trip Assignment

**Exhibit
C-4**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.

<p>Traffic Impact Analysis</p>	<p align="center">Background Development # 5 Trip Assignment</p>	<p align="center">Exhibit C-5</p>
 <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>		

Note: The site has access points on Ritchie Marlboro Road east of Sansbury Road. It is assumed that 50% of traffic to westbound Ritchie Marlboro Road will exit the site on Sansbury Road and turn left at Intersection 3 and 50% will use the Ritchie Marlboro Road access and make a u-turn at Intersection 2. It is also assumed that northbound right-turning traffic out of the site will use this access, rather than

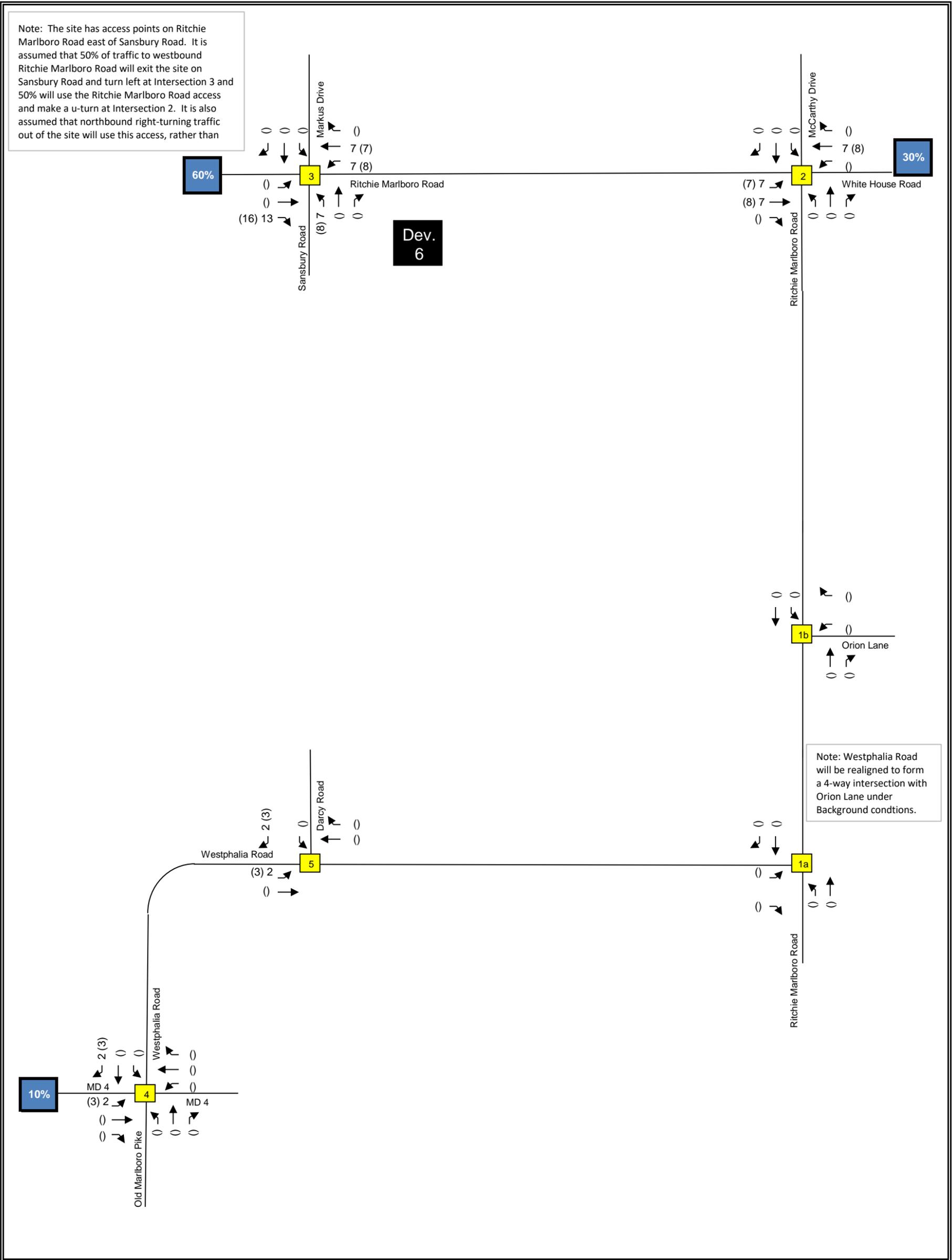
60%

30%

Dev.
6

10%

Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.



Traffic Impact Analysis

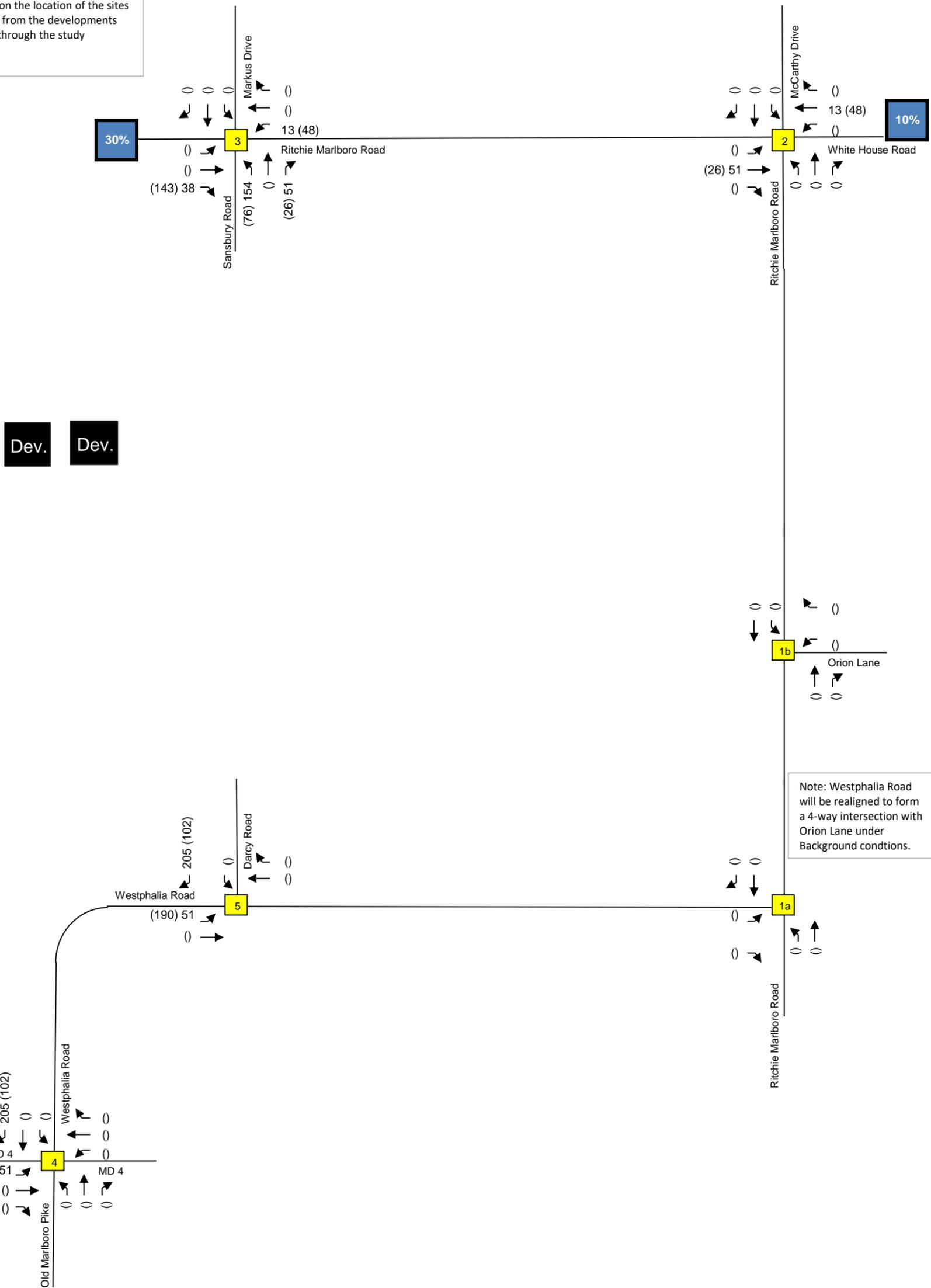
Background Development # 6 Trip Assignment

**Exhibit
C-6**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: Based on the location of the sites 20% of traffic from the developments will not pass through the study intersections.



Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.

Traffic Impact Analysis

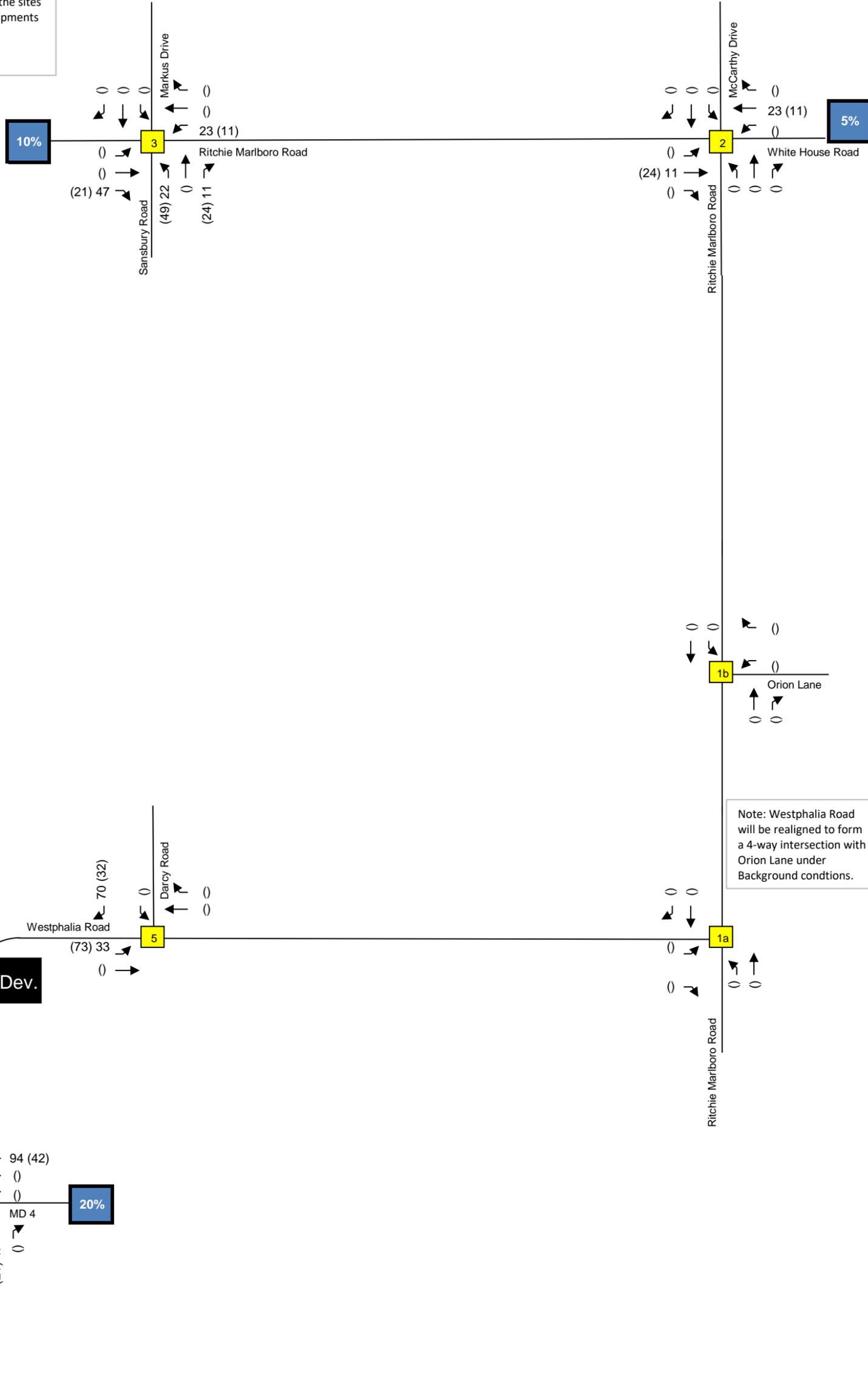
Background Developments # 7 & 8 Trip Assignment

**Exhibit
C-7**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: Based on the location of the sites all of the traffic from the developments will pass through the study intersections.



Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.

Traffic Impact Analysis

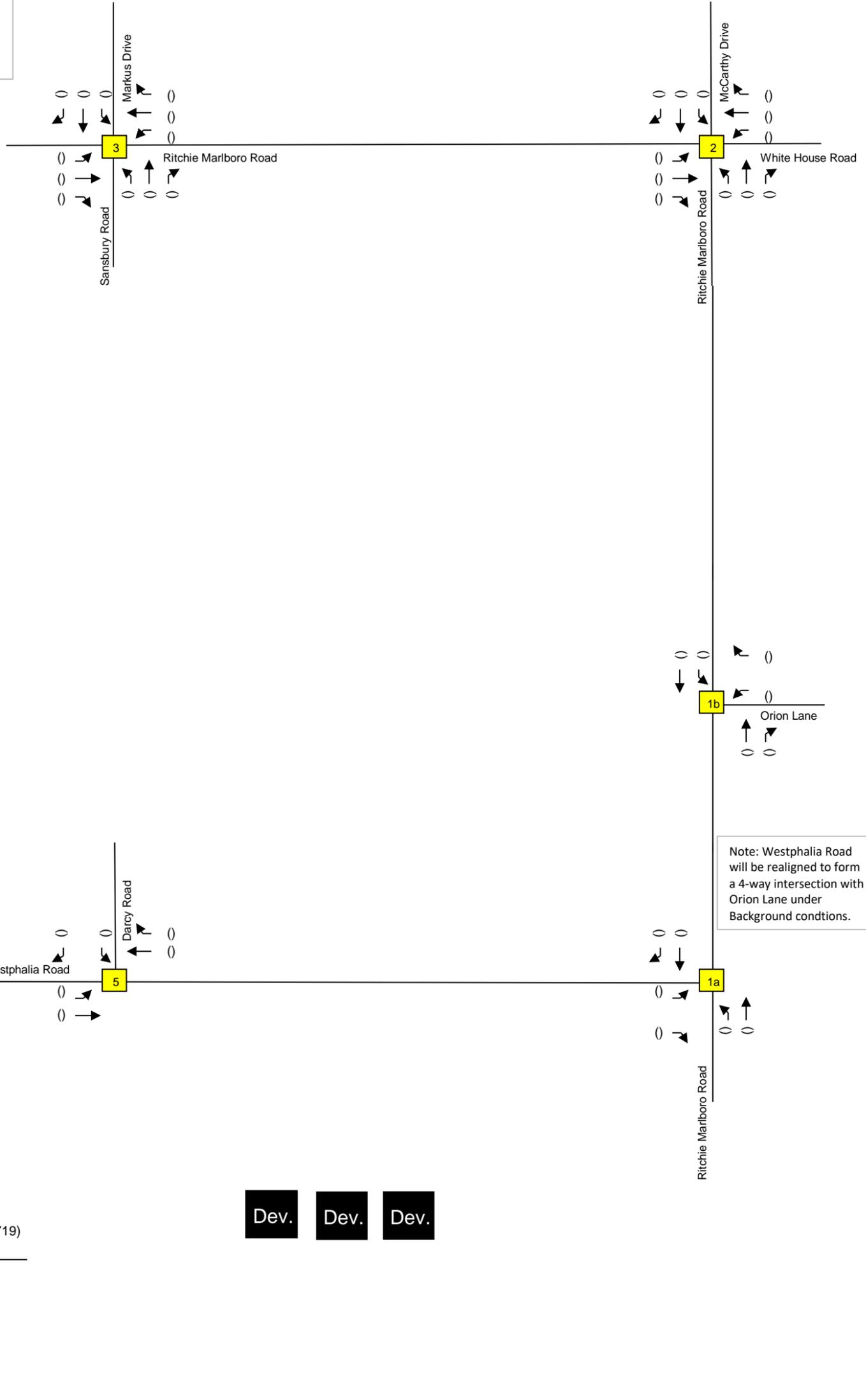
Background Developments # 9, 10, & 23 Trip Assignment

**Exhibit
C-8**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: Based on the location of the sites 50% of all traffic from the developments would not pass through the study intersections.



50%

Dev. Dev. Dev.

Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.

Traffic Impact Analysis

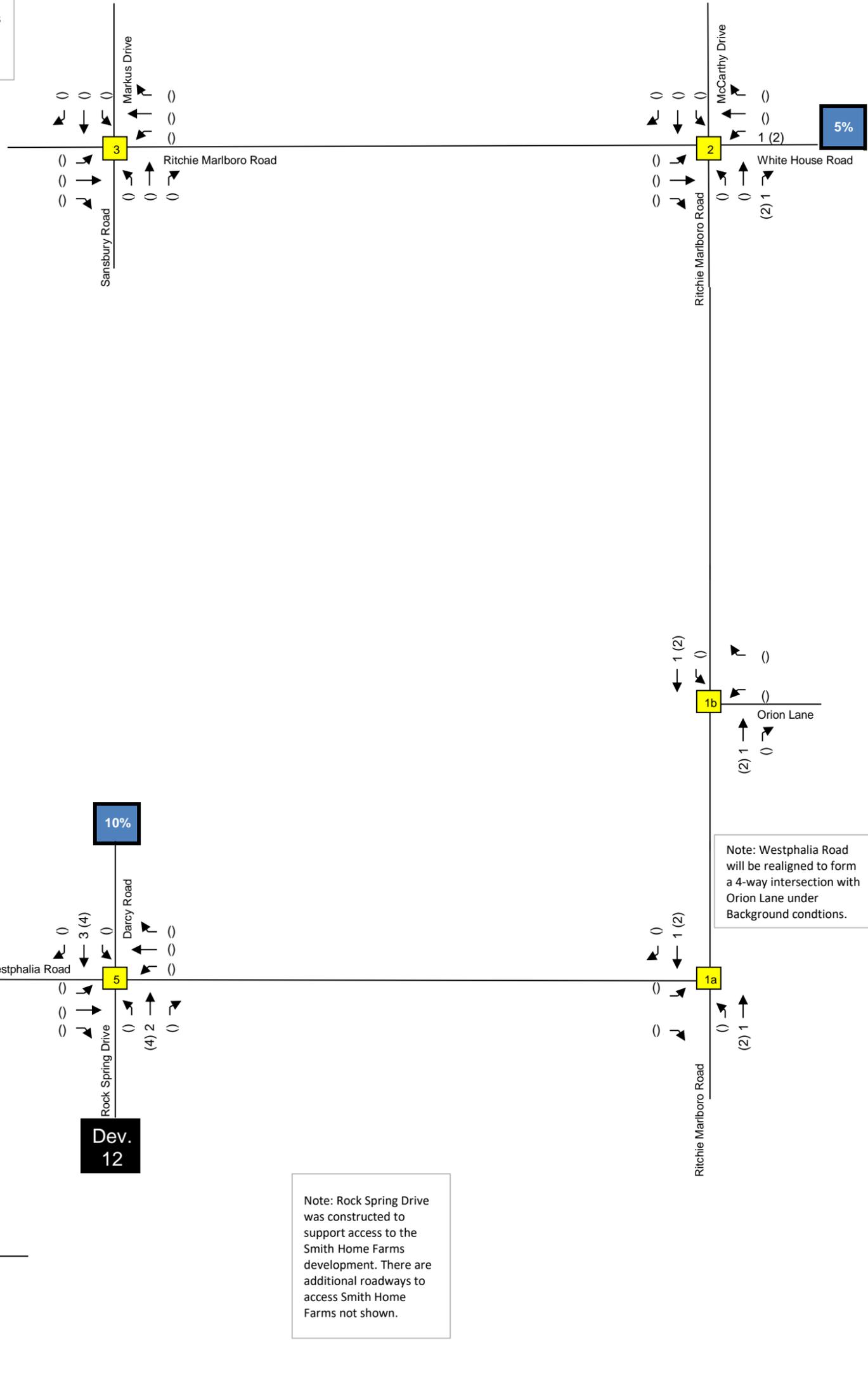
Background Developments # 11, 15 & 16 Trip Assignment

**Exhibit
C-9**

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: Based on the location of the sites 40% of all traffic from the developments would not pass through the study intersections.



Traffic Impact Analysis

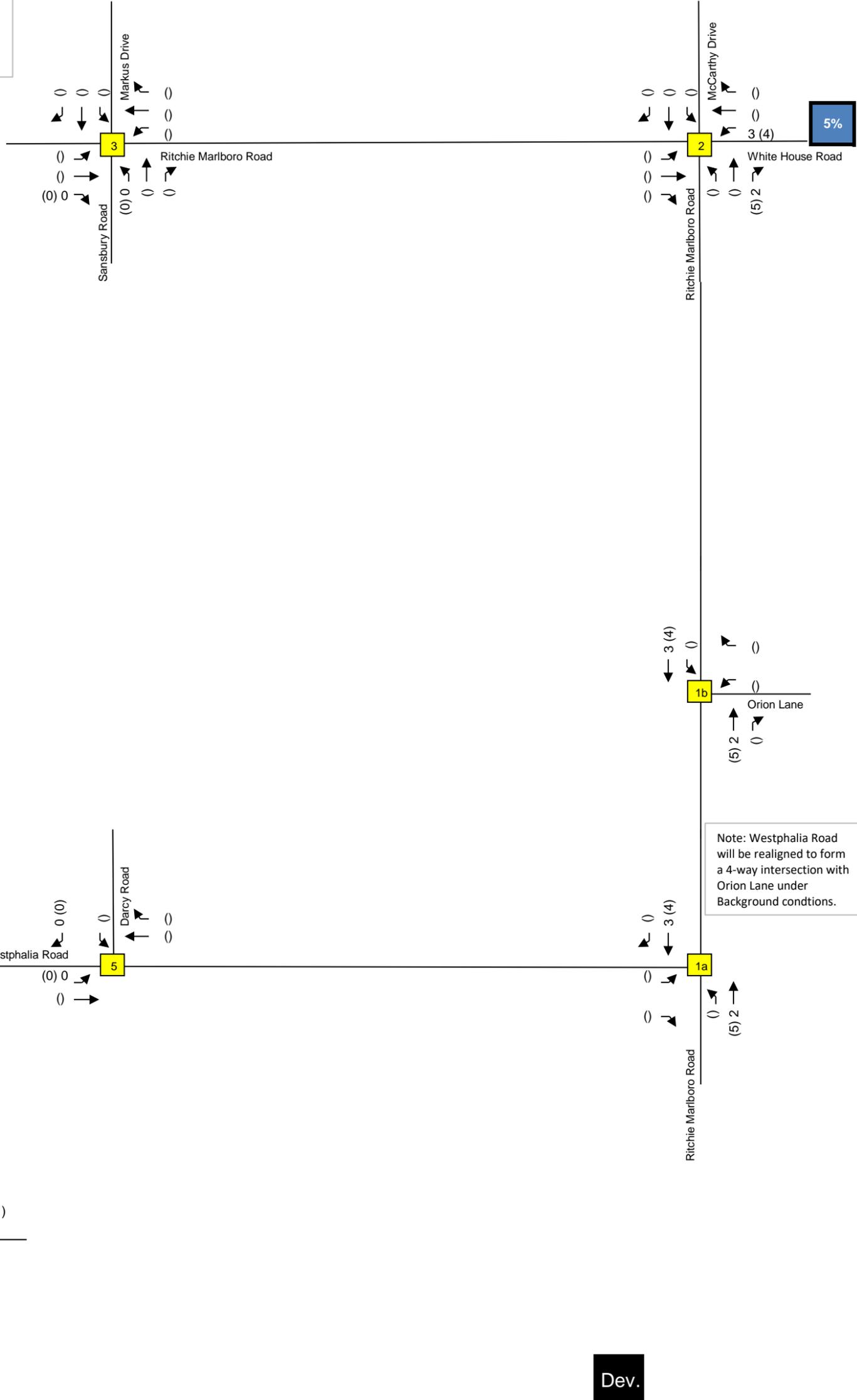
LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
 SEVERNA PARK, MD 21146
 www.lenharttraffic.com

Background Development #12 Trip Assignment

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 C-10**

Note: Based on the location of the sites 65% of all traffic from the developments would not pass through the study intersections.



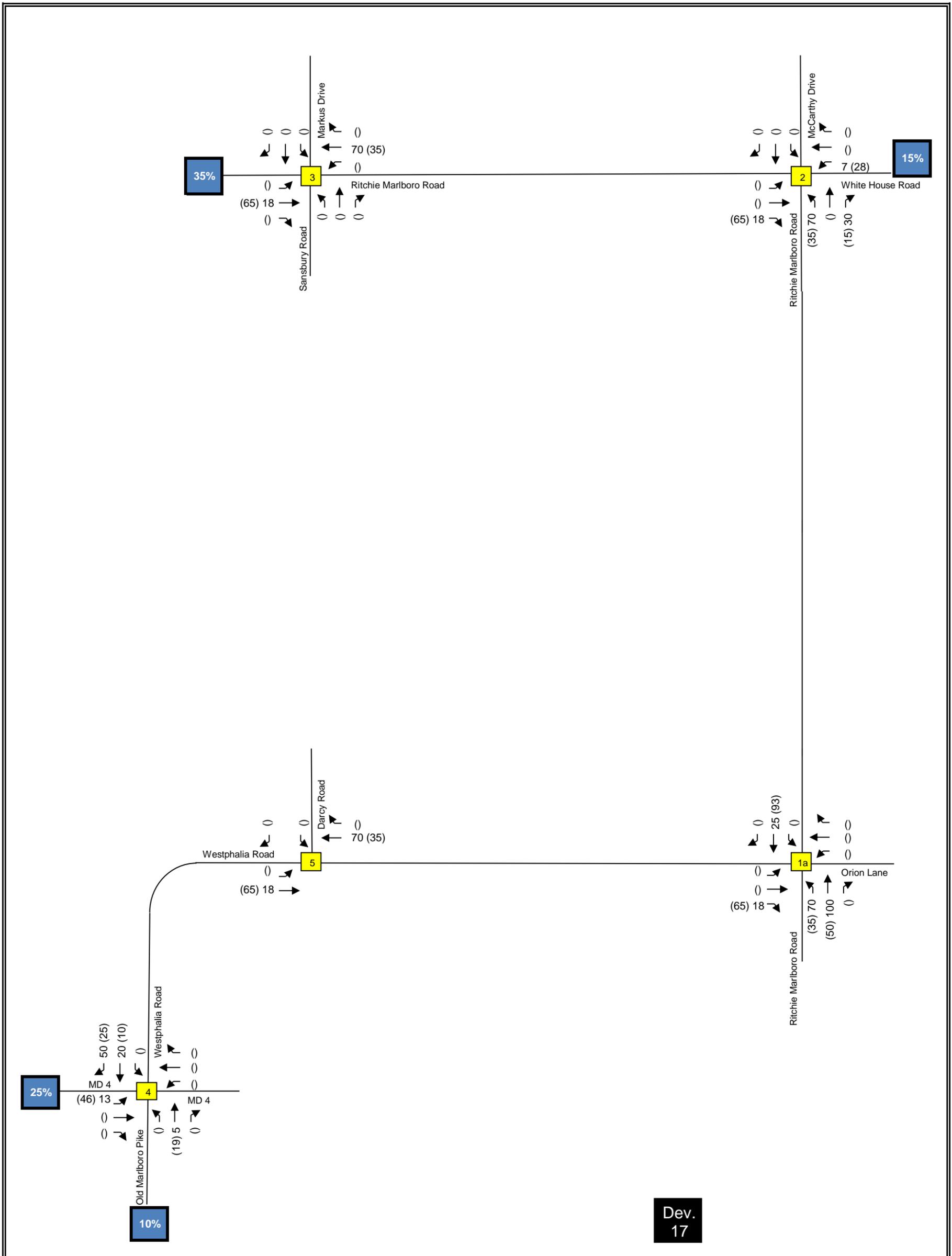
Traffic Impact Analysis

Background Development # 14 Trip Assignment

**Exhibit
C-11**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



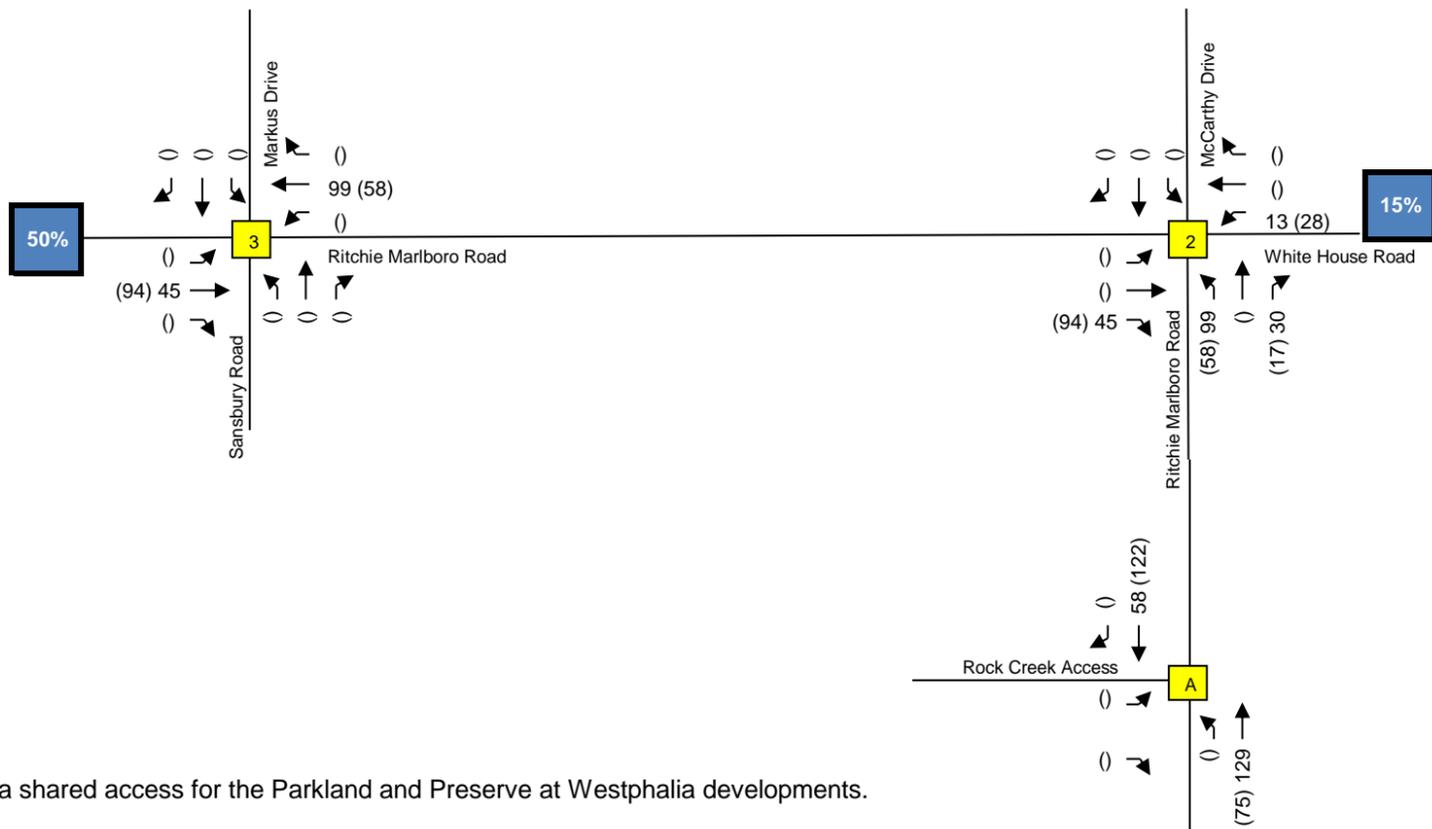
Traffic Impact Analysis

Background Development #17 Trip Assignment

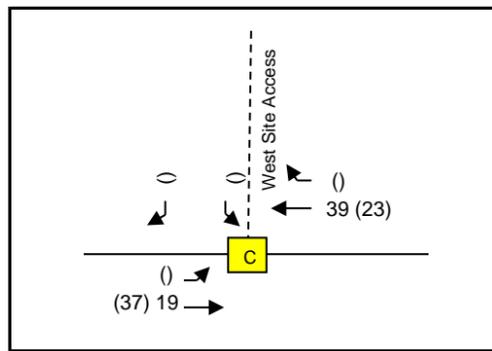
**Exhibit
C-12**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

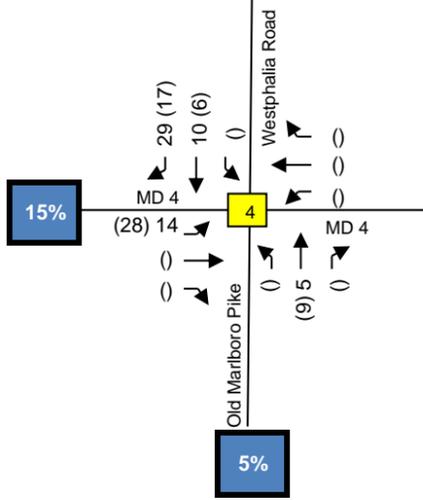
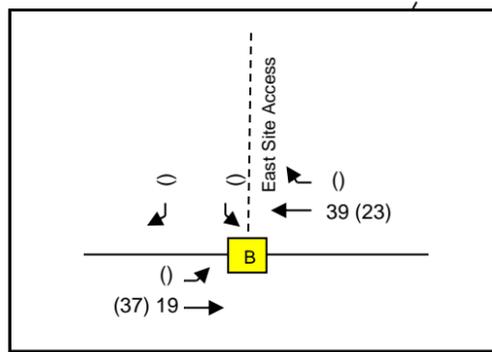
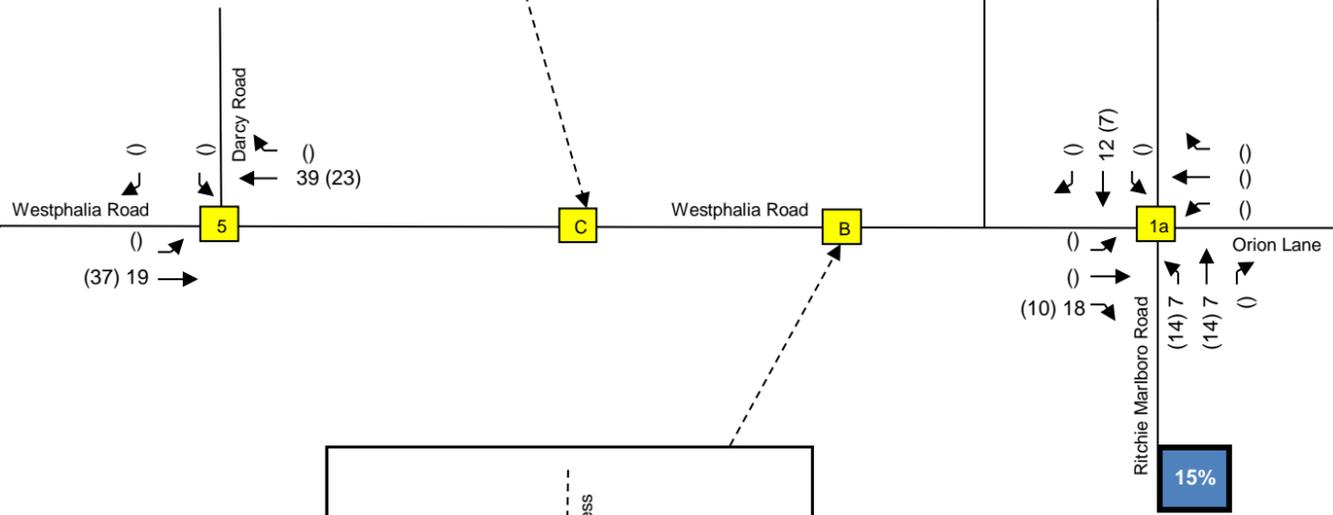
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Note: Intersection B is a shared access for the Parkland and Preserve at Westphalia developments.



Dev.



Traffic Impact Analysis

Background Development #18 Trip Assignment

**Exhibit
C-13**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

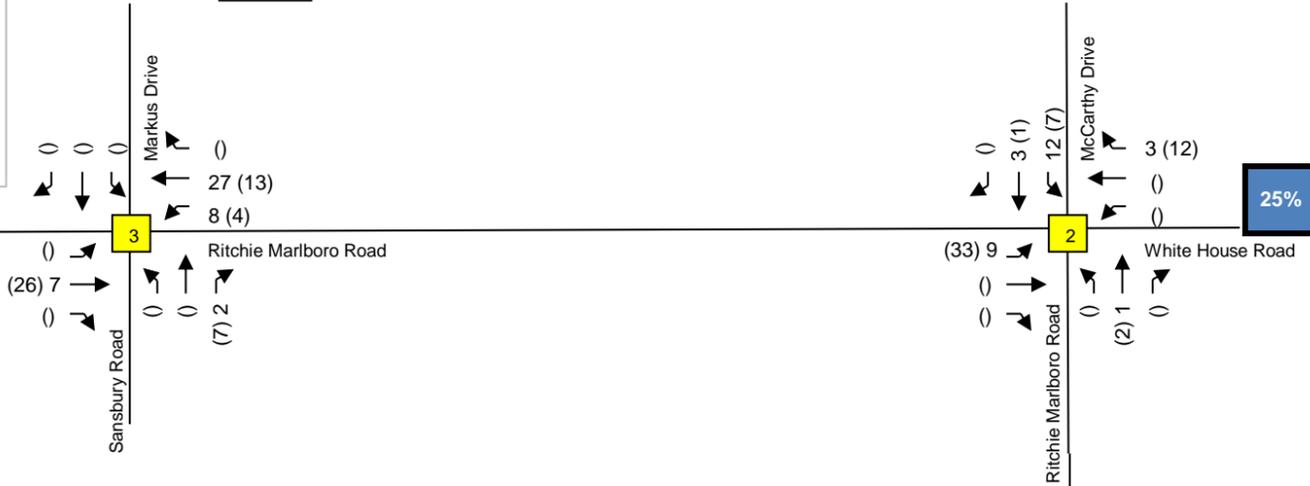
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: The site has access points on Ritchie Marlboro Road east of Sansbury Road. It is assumed that 50% of traffic to westbound Ritchie Marlboro Road will exit the site on Sansbury Road and turn left at Intersection 3 and 50% will use the Ritchie Marlboro Road access and make a u-turn at Intersection 2. It is also assumed that northbound right-turning traffic out of the site will use this access, rather than

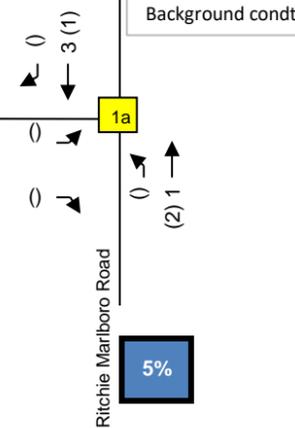
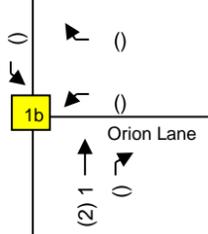
Dev.
19

55%

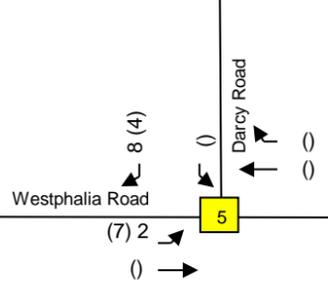
25%



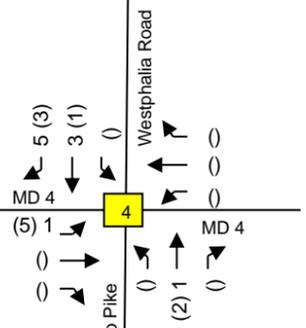
Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.



5%



10%



5%

Traffic Impact Analysis

Background Development # 19
Trip Assignment

Exhibit
C-14

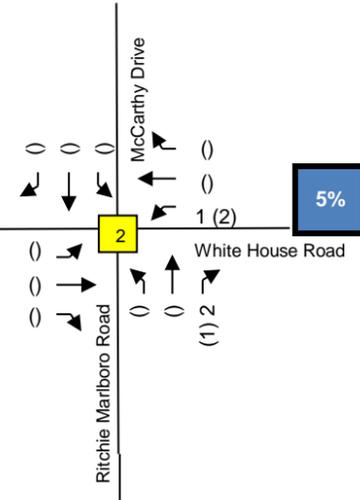
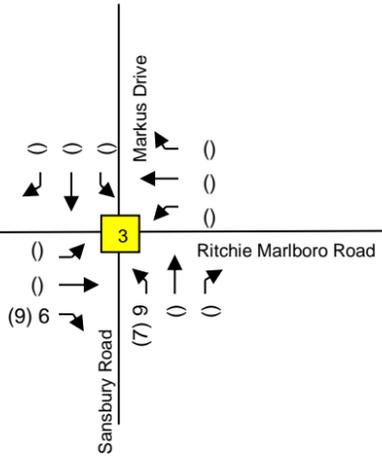
LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

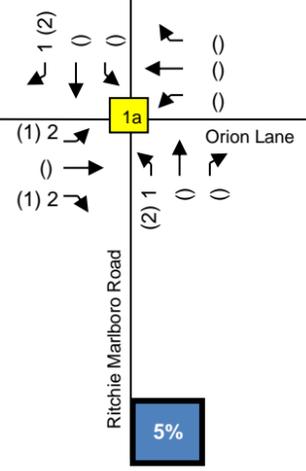
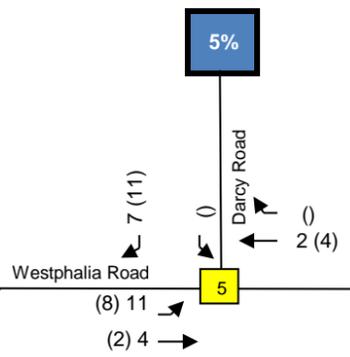
25%

5%

Note: The 25% of vehicles heading to/from the west of Intersection 3 will utilize Darcy Road which connects to Sansbury Road as detailed on this sheet.



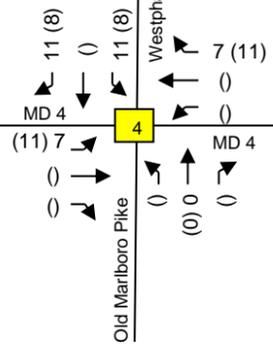
5%



Dev. 20 Dev. 21

30%

30%



Traffic Impact Analysis

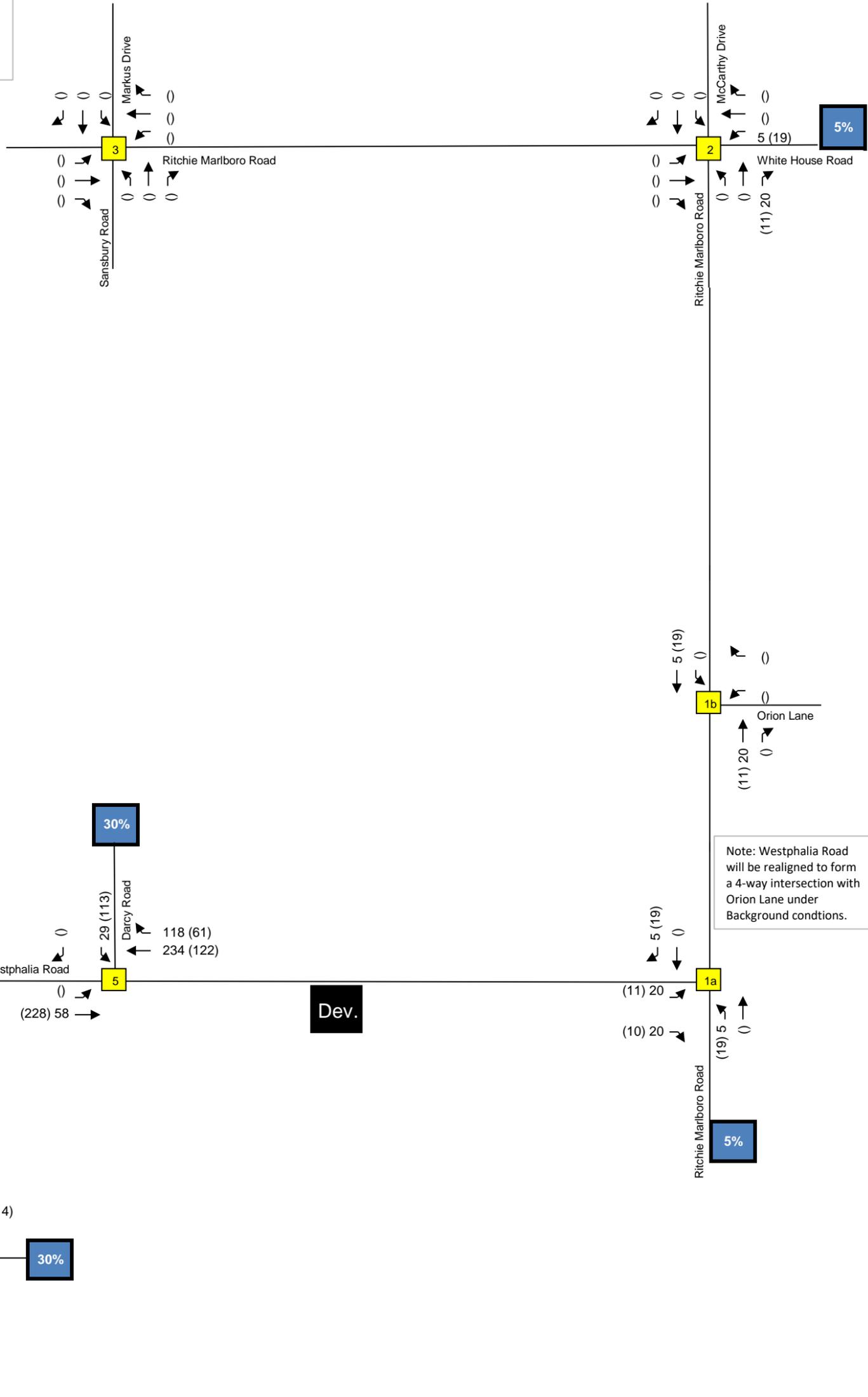
Background Development #20 & 21 Trip Assignment

Exhibit C-15

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Note: Based on the location of the sites all of the traffic from the developments will pass through the study intersections.



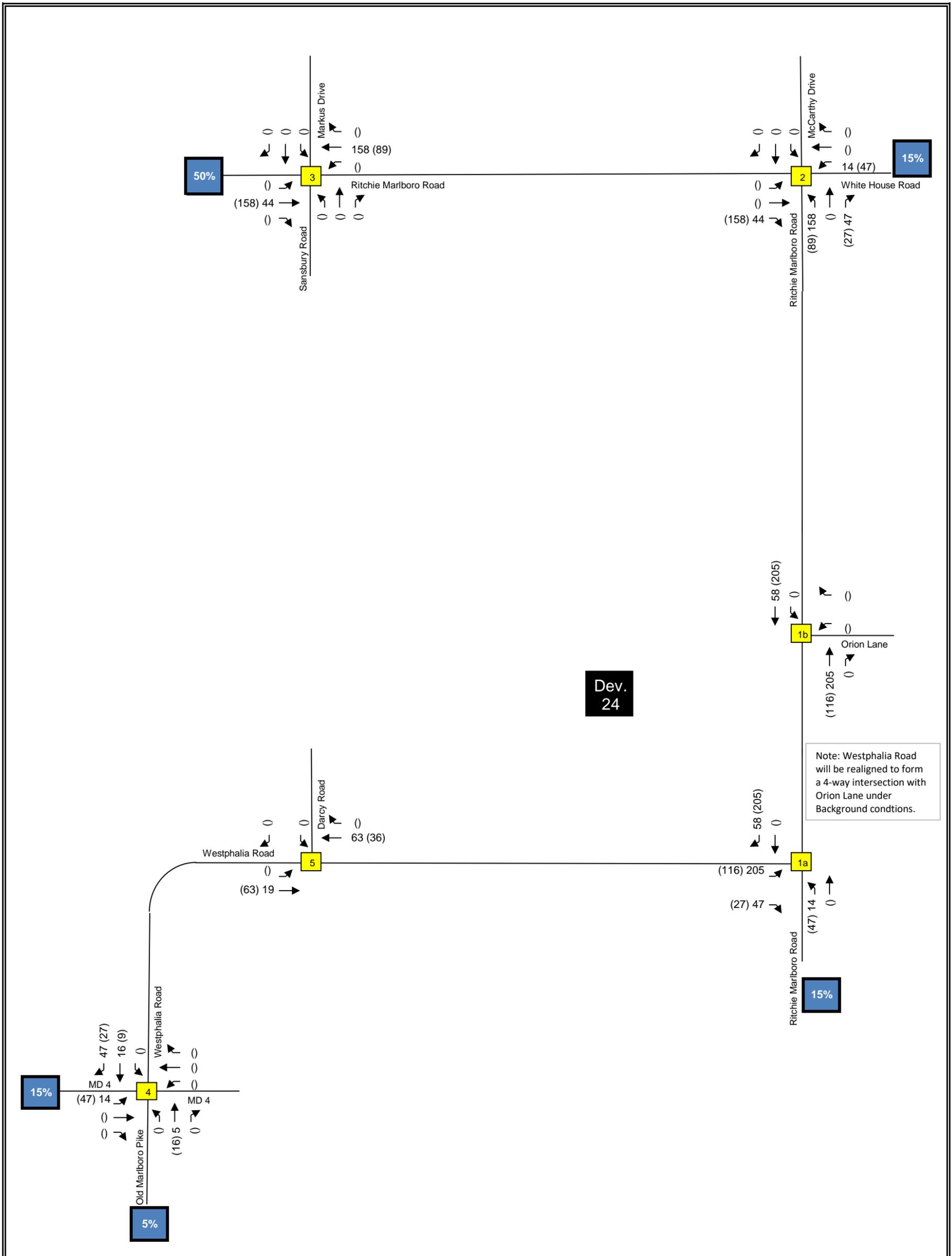
Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
 SEVERNA PARK, MD 21146
 www.lenharttraffic.com

Background Development #22 Trip Assignment

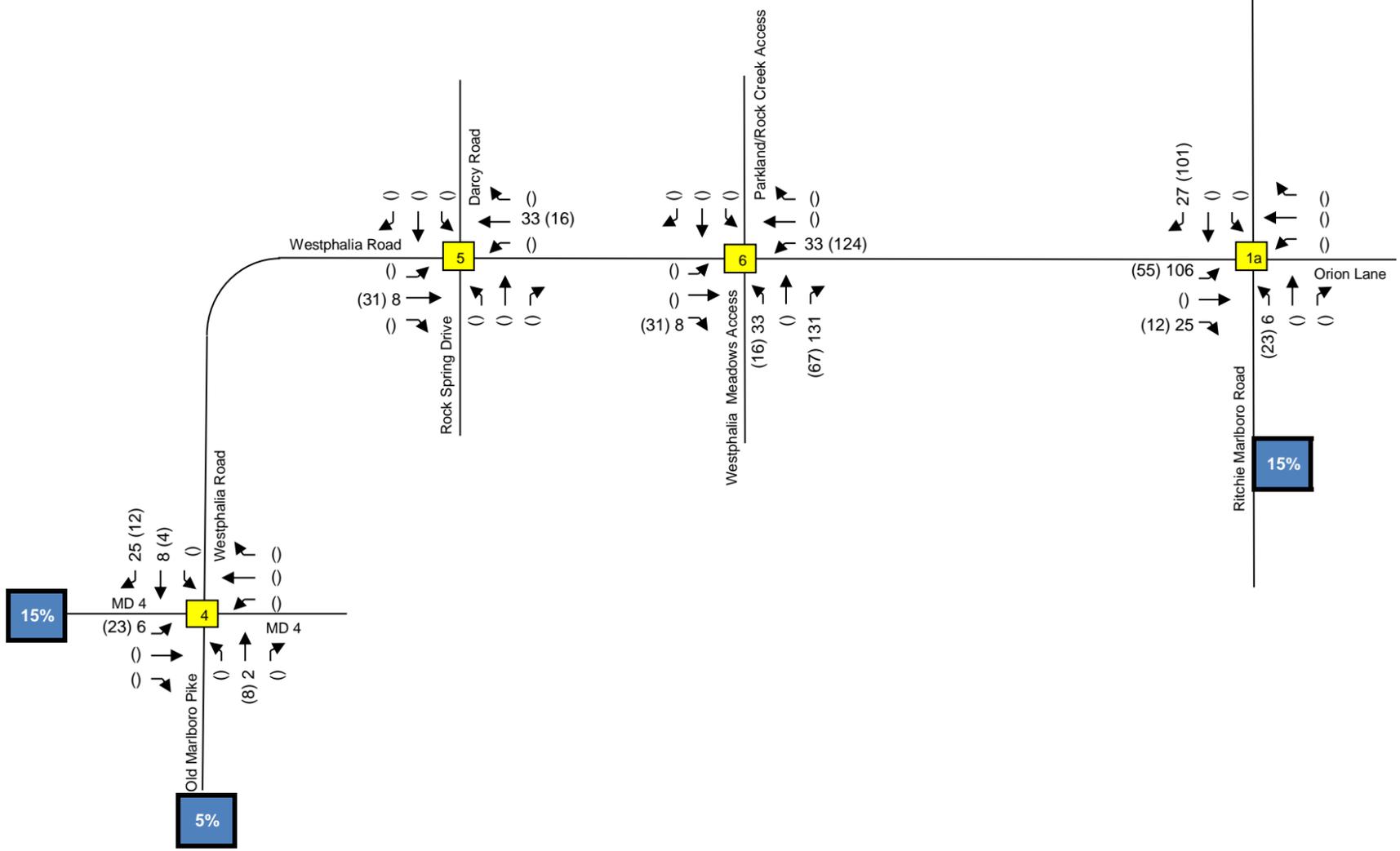
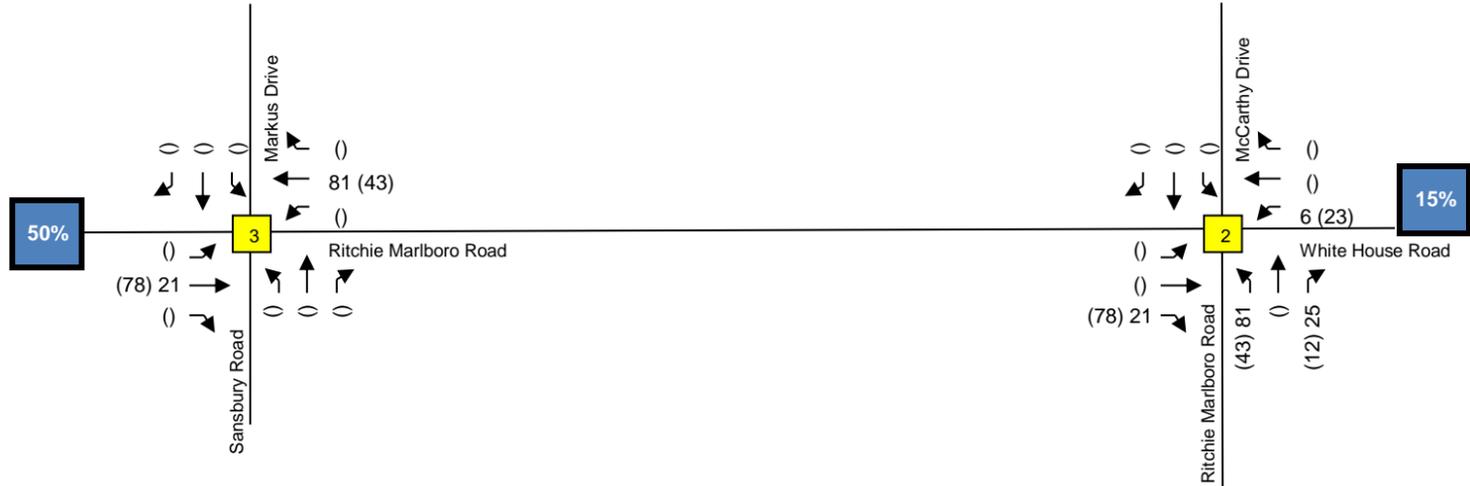
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
 C-16**



Note: Westphalia Road will be realigned to form a 4-way intersection with Orion Lane under Background conditions.

<p>Traffic Impact Analysis</p>	<p align="center">Background Development # 24</p> <p align="center">Trip Assignment</p>	<p align="center">Exhibit</p> <p align="center">C-17</p>
 <p>LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com</p>		



Traffic Impact Analysis

Background Development #25 Trip Assignment

**Exhibit
C-18**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



BELTWAY

CAPITAL

RESIDENTIAL DEVELOPMENT

RITCHIE MARLBORO ROAD

HARRY S TRUMAN DRIVE

MOUNT

LUBENTIA WAY

WAY

MD 202

WHITE

HOUSE

ROAD

BROWN

STATION

ROAD



BELTWAY

CAPITAL

RITCHIE MARLBORO ROAD

HARRY S TRUMAN DRIVE

MOUNT LUBENTIA WAY

WHITE

HOUSE ROAD

BROWN STATION ROAD

MD 202

ROAD

**LAND PLANNING ANALYSIS
KENWOOD VILLAGE**

Prepared in connection with Basic Plan Amendment
Application A-9802-C-01 & A-9803-C-01

Prepared By:
Mark G. L. Ferguson, R.A.



October 25, 2022

LAND PLANNING ANALYSIS

Kenwood Village
Largo, Maryland

This report is prepared in conjunction with the application for an Amendment to the Basic Plan for Kenwood Village, a tract of land containing approximately 63 acres in the LCD (former R-S) Zone, to accommodate a new detached dwelling unit type, to revise the Basic Plan layout, and to amend certain conditions of the original approvals.

THE PROPERTY

- Location - South side of White House Road, in the southeast quadrant of the intersection of Harry S Truman Drive and White House Road
- Address - Many addresses assigned to the 72 existing subdivided lots.
- Municipality - None.
- Frontages - White House Road – 3,071.33' (prior to dedication)
Harry S Truman Drive – 942.42' (east side dimension)
- Rights-of-way - White House Road – Variable (120' Ult.)
Pope's Creek Drive – 120' (120' Ult.)
- Zoning - R-S (Residential Suburban Development) Zone.
- Acreage - 63.1± acres (Total), of which 19.0500 was previously conveyed to MNCPPC, and 10.2529 acres of which was previously dedicated to public use.
- Zoning Maps - 203SE9.
- Tax Map - Tax Map 75, Grids A-4 & B-4, and Tax Map 83, Grids A-1 & B-1.
- Subdivision - "Kenwood Village," recorded in Plat Book SJH 242 at plats 50-56.
- Historic Sites - None.
- Councilmanic Districts – 6.
- Master Plan & SMA - The subject property is located in Planning Area 78. The applicable Master Plan is the *Approved Subregion 6 Master Plan and Sectional Map Amendment*, approved on July 24, 2013.
- The Master Plan designated the subject property and its surroundings for "Residential Low" future land use
- The Sectional Map Amendment retained the previous R-S Zone.

The October 2002 General Plan had placed the subject property within the Developing Tier.

The Growth Policy Map in the May, 2014 General Plan placed the property in the Established Communities category, and the Generalized Future Land Use Map designated it for “Residential Low” land use.

The subject property is not within a Priority Preservation Area.

Surrounding land is also designated by the Subregion Master Plan for “Residential Low” land use, adjoining land to the north is governed by the 1990 Largo-Lottsford Master Plan, which recommended “Suburban” land use.

LOCATION AND FIELD INSPECTION

The subject property is located along the south side of White House Road. The property is undeveloped and wooded.

To the west of the subject property is a 10-acre tract of land in the RE Zone which is owned by Hospices of the National Capital Region. Beyond to the west on the west side of Ritchie-Marlboro Road are two single-family dwellings in the RR Zone, and the Sansbury Crossing development in the RMF-48 Zone (formerly M-X-T), developed to this point with a Royal Farms gas station, and the Westphalia Road townhouse development in the RMF-48 Zone (formerly M-X-T) which is almost completely built out.

To the south of the subject property are working farms in the AR (former R-A) Zone.

To the east of the subject property is a farm in the RE Zone.

To the north of the subject property across White House Road are single-family detached dwellings in the RSF-95 Zone in the Largo Woods and Presidential Heights subdivisions. Further to the west on the north side of White House Road are plated townhouses in the RSF-65 and RSF-A Zones. While further to the east are single-family detached dwellings in the RR Zone.

DESCRIPTION OF THE PROPOSED AMENDMENTS

The proposed Basic Plan Amendment is being requested to allow for the resubdivision of the property into as many as 124 smaller lots in order to accommodate a new narrow-frontage detached single-family dwelling type, which will provide a more-affordable housing type than currently-available detached dwellings, but a larger and more commodious dwelling type than attached townhouses. The appropriateness of this new dwelling type is described in detail on pages 7 – 9 of the Applicant’s amended Statement of Justification (August 8, 2022 writing); this planner agrees fully with the description of the benefits of this new housing type and the accompanying analysis of the appropriateness of this site to accommodate it, and would adopt that text into this report.

While the original Basic Plan approval allowed for the density which will be proposed by the new development, three of the fourteen existing conditions which prevent the creation of the lots required to accommodate this new dwelling type are proposed to be amended, and one condition is requested to

be deleted. Similarly, minor changes in the Basic Plan layout are requested to accommodate the new development and reflect the proposed amendments to the conditions.

COMPLIANCE WITH APPROVAL CRITERIA OF SECTION 27-197(c)(7):

Pursuant to Section 27-197(c)(7) of the Prince George's County Code, in approving an amendment to a Basic Plan where no change in land area or increase in land use density or intensity is involved, the District Council shall find that the requirements of Section 27-195(b) for the original approval of a Basic Plan have been met.

The requirements of Section 27-195(b) are as follows:

- (1) *Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:*
 - (A) *The proposed Basic Plan shall either conform to:*
 - (i) *the specific recommendation of a General Plan Map, Area Master Plan map; or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties;*
 - (ii) *The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential building and the location of land uses; or*
 - (iii) *The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code.*
 - (B) *The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;*
 - (C) *Transportation facilities (including streets and public transit)*
 - (i) *which are existing,*
 - (ii) *which are under construction, or*
 - (iii) *(iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;*
 - (D) *Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries and fire stations) will be adequate for the uses proposed;*

- (E) *Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.”*
- (2) *Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.*
- (3) *In the case of an L-A-C Zone, the applicant shall demonstrate to the satisfaction of the District Council that any commercial development proposed to serve a specific community, village, or neighborhood is either:*
- (A) *Consistent with the General Plan, an Area Master Plan, or a public urban renewal plan; or*
- (B) *No larger than needed to serve existing and proposed residential development within the community, village, or neighborhood.*

The Applicant believes that all of the applicable foregoing criteria are met by the proposed amendments; the subsections are discussed individually, following:

- (A) *The proposed Basic Plan shall either conform to:*
- (i) *the specific recommendation of a General Plan Map, Area Master Plan map; or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; or*
- (ii) *The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential building and the location of land uses; or*
- (iii) *The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code.*

The Kenwood Village development meets criterion (A) by virtue of its conformance with the land use recommendation of the Master Plan map, which provides for Residential Low land use. The General Plan defines “Residential Low” land use as “Residential Areas up to 3.5 dwelling units per acre;” the approved Basic Plan provided for a density of up to 2.18 dwelling units per acre (or 126 units) in accordance with its former R-S (1.6-2.6) zoning.

This conformance with the specific recommendations of the Master Plan map is sufficient to meet the criterion of 27-195(b)(1)(A), as meeting any one of the three sub-criteria are sufficient to satisfy the criterion.

(B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;

No retail commercial area is proposed by this application.

(C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

The conformance of the proposed amendments to this criterion for approval will be addressed by another witness.

(D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries and fire stations) will be adequate for the uses proposed;

The technical staff of the Countywide Planning Section found in their referral that the police, fire and rescue public facilities would be evaluated at the time of Preliminary Plan (though the most recent police response times would have been satisfactory), and that school capacity would similarly be evaluated at the time of Preliminary Plan (though this planner notes that Arrowhead Elementary, Kettering Middle and Largo High schools were recently all well under their enrollment capacity, and further that school adequacy is satisfied by the payment of a development surcharge). They note that the area is served by the Largo-Kettering branch library, and further found that the water and sewer category is sufficient evidence of the availability of planned water and sewerage systems.¹

(E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.

The site of Kenwood Village is located in close proximity existing single-family detached development in the RSF-95 (former R-80) Zone on the north side of White House Road which is of very comparable densities to that which are proposed. The proposed housing will further be buffered by a wide area of preserved wooded stream valley along the south side of White House Road which will screen the proposed development from view from the north.

The lands to the east will be screened by a buffer (though see the extended discussion of this buffer, below).

The lands to the west will be buffered from the proposed development by the park which was previously dedicated to MNCPPC and by the width of the relocated Harry S Truman Drive right-of-way.

¹ Memorandum, Elena Perry to Dominique Lockhart, August 3, 2022; pp. 69-70 of 87 in the backup material to the Technical Staff Report.

The farms to the south will be screened by a buffer on the subject property, as well as by a new gas right-of-way and a narrow strip of land to the north of it.

More broadly, the recent development around the new interchange of Ritchie-Marlboro Road and the Capital Beltway, including Westphalia Row, Sansbury Crossing and the platted but as-yet undeveloped townhouses on the Greater Morning Star Apostolic Ministries church site make the new housing type proposed for Kenwood Village fit much better into the broader neighborhood character than it would have at the time of the Basic Plan's initial approval in 1992.

In summary, the requested amendments will at a minimum, maintain the compatibility between the proposed land use types and the surrounding land uses which existed in the original approval, and in this planner's opinion, will better reflect the changes in the character of the neighborhood which have occurred since 1992.

1. *Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.*

The Kenwood Village project is not anticipated to have a construction schedule of more than 6 years.

2. *In the case of an L-A-C Zone, the applicant shall demonstrate to the satisfaction of the District Council that any commercial development proposed to serve a specific community, village, or neighborhood is either:*
 - (A) *Consistent with the General Plan, an Area Master Plan, or a public urban renewal plan; or*
 - (B) *No larger than needed to serve existing and proposed residential development within the community, village, or neighborhood.*

No L-A-C Zone is proposed by the subject application.

In summary, the requested amendments will conform to the findings required by Section 27-195(b) for approval of an initial application, and by extension to the findings required by Section 27-197(c) for approval of a major amendment requiring the same findings as those required for an initial application.

CONFORMANCE WITH THE PURPOSES OF THE R-S ZONE

Section 27-511(a) establishes seven purposes of the R-S Zone. The compliance of the subject application with these purposes is discussed as follows:

- (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;*
- (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; and*
- (C) *Applicable regulations are satisfied for uses authorized pursuant to Section 27-515(b) of this Code.*

This Purpose addresses the establishment of the R-S Zone as a zone in which achievable residential density of a proposed development is related to the provision of public benefit features; second, that the R-S Zone, like all Comprehensive Design Zones, is a plan implementation zone, such that the application of the zone to a tract of land must be in accordance with the adopted and approved General Plan, Master Plan, special purpose plans or a Sectional Map Amendment; and third, to provide for employment and institutional uses if certain locational criteria and other regulations are met.

Because the subject property is in accordance with the land use recommendations of the *Subregion 6 Master Plan*, the subject amendments are in harmony with this purpose of the R-S Zone.

- (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, or Sectional Map Amendment Zoning Changes) can serve as the criteria for judging individual development proposals;*

This Purpose addresses the reason for the establishment of Comprehensive Design Zones, and their function to enable the use of the Master Plan (or other plans or planning acts) as criteria for judgment of individual development proposals. The original rezoning of the subject property to the R-S Zone and the continued conformance of the proposed amended Basic Plan to the Master Plan demonstrates that the subject application is in harmony with this Purpose for the R-S zone.

- (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;*

This Purpose of the R-S Zone is to assure compatibility between the proposed land uses and the surrounding land uses, and the adequacy of public facilities so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District. The discussion of the compatibility of the proposed general land use types and the surrounding land uses in the foregoing text regarding the criteria of Section 27-197(b)(1)(C), (D), and (E) demonstrates that the Application is in conformance with this Purpose for the R-S zone.

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

This Purpose encourages the provision of amenities and public facilities in conjunction with the residential development through the use of density bonuses awarded for the incorporation of public benefit features into the development. Because the subject amendments will continue to incorporate the use of public benefit features into the proposed development, the approval of the requested amendments will be in harmony with this Purpose.

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

This Purpose of the R-S Zone requires the regulations of the zone to encourage and stimulate “balanced land development”. This planner believes that the incorporation of the new detached housing type which is to be accommodated by the proposed amendments will especially fulfill this Purpose by providing for a new housing type which will act as a transition in affordability between attached dwellings and the conventional single-family detached dwellings which are currently available in the market.

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

Because the subject amendments continue to retain the natural corridors through the property, will continue to propose new perimeter buffers between the proposed uses and the adjacent environment, the quality of the residential environment will be improved over standard development. More importantly, the new detached housing type will materially improve the variety of residential environments in the Regional District, and will be in particular harmony with this Purpose.

(7) *Allow qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone pursuant to Section 27-515(b) of this Code.*

The Kenwood Village project is not a “qualifying property” in the context of this Purpose.

In conclusion, this planner finds that the subject application, A-9802-C-01 and A-9803-C-01, is in conformance with the purposes of the (former) R-S Zone.

COMPLIANCE WITH THE PURPOSES OF THE ZONING ORDINANCE:

There are also fifteen general purposes of the Zoning Ordinance, which are laid out in §27-102(a). The proposed Zoning Map Amendment would be in harmony with these purposes, as follows:

(1) *To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;*

The approval of the requested amendment to the Basic Plan for Kenwood Village will allow for the construction of a new detached dwelling type which will extend the affordability of single-family detached dwellings to a larger portion of the population, and will therefore promote the comfort, convenience and welfare of the present and future inhabitants of the County. It will continue to promote public health and safety by providing sufficient buffers from environmental hazards such as floodplain, and by protecting the surrounding residents from visual and traffic impacts from the planned development.

Furthermore, the review process inherent in Comprehensive Design Zones provides for a higher level of both planning flexibility and public oversight to promote and protect the public health, safety and welfare.

(2) *To implement the General Plan, Area Master Plans, and Functional Master Plans;*

As discussed above, the proposed development implements the Master Plan map's recommendations for land use type and density.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

As with the purpose of implementing the General and Master Plans, this purpose is largely replicated by the criteria for approval of Comprehensive Design Zones found in §27-195(b)(1)(C) and (D) addressing transportation facilities, police, fire, schools and water and sewerage; the harmony of the request for approval of amendments to the Basic Plan with this purpose of the Zoning Ordinance will be discussed at length in the testimony of the transportation planning expert, and has been discussed by Technical Staff in the Countywide Planning referral.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

As noted in the discussion of the purpose of protecting and promoting the public health and safety, above, the multi-stage public review process inherent in the Comprehensive Design Zones' regulations affords a higher level of guidance for the development at the property (and therefore for its contribution to the growth and development of the County as a whole). These principles are reflected in the approved Basic Plan, and the requested amendments will not affect the review process going forward.

The development of the County and the needs of the homebuying public will be recognized by the approval of the requested amendments, particularly in enabling the development of a new housing type which will extend the affordability of single-family detached dwellings to a larger portion of the population.

For these reasons, the approval of the requested amendments to the Basic Plan at this property will continue to be in particularly close harmony with this purpose of the Ordinance.

(5) To provide adequate light, air, and privacy;

The lot standards which will be established in the Comprehensive Design Plan will ensure the provision of adequate light, air and privacy for the proposed development, and the existence of substantive wooded natural buffers will ensure the provision of adequate light, air and privacy for its neighbors.

The additional standards and design guidelines for the approval of a Comprehensive Design Plan and Specific Design Plans which are required by the regulations for Comprehensive Design Zones afford additional opportunities to ensure the provision of adequate light, air and privacy. These principles are reflected in the approved Basic Plan, and the requested amendments will not affect the adequacy of light, air or privacy; as such, approval of the requested amendments will be in harmony with this purpose as well.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

The requested amendments to the Basic Plan will preserve the buffers to regulated environmental features and between the subject property and the adjacent development, and will protect viewshed

from White House Road. As such, approval of the requested amendments will be in harmony with this purpose of the Zoning Ordinance.

(7) To protect the County from fire, flood, panic, and other dangers;

The approval of the requested amendments will not affect the original approval of the R-S Zone at the subject property and its harmony with this Purpose of the Zoning Ordinance, as they will not affect the requirements for the proposed development to conform with regulations established in the body of the Zoning Ordinance, as well as other County Ordinances, which are intended to protect from fire, flood, panic and other dangers, namely: the floodplain regulations, stormwater management regulations, the fire prevention code, the building code, and the tables of permitted uses for the various zones.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

Because the subject amendments propose a new, more-affordable housing type, the approval of the requested amendments will bring single-family detached dwellings into the economic reach of a greater proportion of the County's residents

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

Because the subject amendment proposes resident uses, this Purpose is not applicable to the proposed amendments.

(10) To prevent the overcrowding of land;

The approval of the requested amendments would be in harmony with this Purpose because the amended plan will not increase the approved developable density of the existing Basic Plan, and will still require the property to be developed in conformance with regulations that are approved through a Comprehensive Design Plan to ensure the prevention of overcrowding, including height limits, setbacks, and minimum green area.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

The approval of the requested amendments would be in harmony with this Purpose because of several factors.

First, as noted above, the criterion of §27-195(b)(1)(C) assures the adequacy of local public transportation facilities as a prerequisite to the approval of the Zone.

And second, the approval of the proposed amendments would not affect the requirements for the property to be developed in accordance with the regulations established in the body of the Zoning Ordinance (and other County ordinances) which are intended to lessen the danger and congestion of traffic on roads, including the requirement for substantial improvements to White House Road.

(12) To insure the social and economic stability of all parts of the County;

As the Zoning Ordinance is the principal tool for the implementation of the planning process by enacting legal requirements which implement the planning goals that strive to maintain the social and economic stability of the County, this planner believes that conformance with the requirements and regulations of the Zoning Ordinance will be prima facie evidence of the application's harmony with this purpose.

Beyond that, however, the approval of the requested amendments would promote the economic and social stability of the County by allowing for the development of a new, more-affordable single-family detached dwelling type, which will extend the social and economic stability associated with homeownership to a greater proportion of the County's residents.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

The approval of the requested amendments will have no impact to the protections to the County's natural features which were inherent in the original approval of the R-S Zone.

(14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space;

The approval of the requested amendments will have no impact to the open space network which was proposed in the original approval of the R-S Zone; the bulk of the open space, including the buffers to regulated environmental features and the already-dedicated public park will retain the same configuration.

The final purpose,

(15) To protect and conserve the agricultural industry and natural resources

will be met by the buffer which will be provided between the proposed development and the abutting farms.

DISCUSSION OF THE REASONS FOR COMPREHENSIVE DESIGN ZONES IN THE ZONING ORDINANCE:

Section 27-476 provides three "reasons" for having Comprehensive Design Zone; while discussion of this is not a part of the approval criteria or past evidentiary practice, these "reasons" are particularly apropos to the consideration of the requested amendments:

(1) It is within the ultimate objectives of the District Council's authority (under Article 28 of the Annotated Code of Maryland) to use recent planning and zoning innovations;

(2) The demands for housing, commercial and industrial activities, and related public facilities and services are undergoing substantial and rapid changes, requiring improved methods of land use control; and

(3) There is a need to encourage the optional and imaginative utilization of land contemplated by Comprehensive Design Zones in order to:

(A) Improve the total environment; [three other sub-reasons less relevant]

The amendment of the approved Basic Plan to allow for the incorporation of a new detached housing type speaks directly to the use of planning innovations. The lots which will be proposed to accommodate this new detached dwelling type would not be allowed to be created in any existing Euclidean zone. Providing for this new, more-affordable housing type at the existing, approved density which is compatible with the surrounding neighborhood is just what Comprehensive Design Zones are supposed to accomplish.

The drafting of the Section of the Zoning Ordinance in the 1970s describing the “demands of housing activities...are undergoing substantial and rapid changes” and the resulting need for improved methods of land use control could not have been more prescient in describing the conditions these fifty years later. Again, the lots to accommodate this new detached dwelling type which will help to meet the ongoing rapid changes in the demands of housing activities would not be allowed to be created in any existing Euclidean zone.

Finally, accommodating these housing units will materially improve the total environment. That, to this planner, includes not only the physical environment which will be better protected by the design flexibility of the R-S Zone regardless of the housing type proposed, but also includes the economic environment for housing buyers, and the social environment which they contribute to.

DISCUSSION OF THE AMENDED CONDITIONS:

Condition 4:

4. *The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.*

This condition is proposed to be deleted.

As the Applicant discusses in its Statement of Justification, the design of the project as reflected in the approved Specific Design Plan evolved away from the creation of a separate internal trail network, relying instead on the network of sidewalks. It is to be noted that development regulation evolved from the original 1992 approval through the 2015 Specific Design Plan approval, whereby sidewalks are now uniformly provided on both sides of the street in detached housing neighborhoods, and the width of sidewalks have increased from 4' to 5'. This factor, together with the increased desire to avoid disturbance to regulated natural feature buffers led to the elimination of a separate trail network.

This planner agrees that retaining the condition would only promote confusion in the subsequent reviews of the redesign of Kenwood Village, and its elimination will not affect the conformance of the amended Basic Plan to the approval criteria or the Purposes of the Zone.

Condition 7:

7. *The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.*

The applicant has requested that the lot size minima be reduced to 4,200 square feet for all envelopes. This condition is the heart of the instant request, as it is these smaller lots which are necessary to accommodate the new housing type.

Condition 8:

8. *The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.*

The applicant has proposed the following alternative:

“A 50-foot buffer shall be provided along the eastern property boundary and shall include a six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the south side of White House Road. The only disturbance to this buffer shall be for the construction of stormwater management facilities located within 550 feet from the right-of-way of White House Road. A 25-foot landscaped buffer shall be provided along the southern property boundary and provide the number of plant units required for a “B” buffer yard as required by the Landscape Manual. A six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the east side of Harry S. Truman Drive.”

As the applicant discusses at length in its Statement of Justification, the modification to the approved east buffer is only to accommodate grading necessary for the new stormwater management measures which were not required at the time of the previous approvals, and will not affect the buffer between the dwellings and the adjoining property.

The buffer along the south property will be reduced, but the reduction will be offset by the new presence of a large-diameter gas main on the adjoining property which will serve (by restricting the use of the northern edge of the abutting property) to create a larger separation of use than would previously have existed. The applicant also correctly notes that the on-site buffer proposed by the amended condition will still be larger than that required by the Landscape Manual.

This planner believes that the amended condition will conform to the approval criteria and to the Purposes of the R-S Zone.

Condition 13:

13. *A 50-foot non-disturbance buffers buffer along the east and south properties shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division Environmental Planning Section prior to Specific Design Plan, Phase III. Additional screen planting and may be required to provide adequate screening, to be approved by the Urban Design Section.*

Here the applicant is proposing only to increase the 50-foot buffer to 75 feet to conform to the current requirements of the Environmental Technical Manual, and to update name of the “Natural Resources Division” to the Environmental Planning Section.

Here, too, this planner believes that the amended condition will conform to the approval criteria and to the Purposes of the R-S Zone.

CONCLUSION

In summary, the approval of the subject application would meet the criteria of §27-197(c) for the approval of an amendment to an approved Basic Plan.

**LAND PLANNING ANALYSIS
KENWOOD VILLAGE**

Prepared in connection with Basic Plan Amendment
Application A-9802-C-01 & A-9803-C-01

Prepared By:
Mark G. L. Ferguson, R.A.



October 25, 2022

LAND PLANNING ANALYSIS

Kenwood Village
Largo, Maryland

This report is prepared in conjunction with the application for an Amendment to the Basic Plan for Kenwood Village, a tract of land containing approximately 63 acres in the LCD (former R-S) Zone, to accommodate a new detached dwelling unit type, to revise the Basic Plan layout, and to amend certain conditions of the original approvals.

THE PROPERTY

- Location - South side of White House Road, in the southeast quadrant of the intersection of Harry S Truman Drive and White House Road
- Address - Many addresses assigned to the 72 existing subdivided lots.
- Municipality - None.
- Frontages - White House Road – 3,071.33' (prior to dedication)
Harry S Truman Drive – 942.42' (east side dimension)
- Rights-of-way - White House Road – Variable (120' Ult.)
Pope's Creek Drive – 120' (120' Ult.)
- Zoning - R-S (Residential Suburban Development) Zone.
- Acreage - 63.1± acres (Total), of which 19.0500 was previously conveyed to MNCPPC, and 10.2529 acres of which was previously dedicated to public use.
- Zoning Maps - 203SE9.
- Tax Map - Tax Map 75, Grids A-4 & B-4, and Tax Map 83, Grids A-1 & B-1.
- Subdivision - "Kenwood Village," recorded in Plat Book SJH 242 at plats 50-56.
- Historic Sites - None.
- Councilmanic Districts – 6.
- Master Plan & SMA - The subject property is located in Planning Area 78. The applicable Master Plan is the *Approved Subregion 6 Master Plan and Sectional Map Amendment*, approved on July 24, 2013.
- The Master Plan designated the subject property and its surroundings for "Residential Low" future land use
- The Sectional Map Amendment retained the previous R-S Zone.

The October 2002 General Plan had placed the subject property within the Developing Tier.

The Growth Policy Map in the May, 2014 General Plan placed the property in the Established Communities category, and the Generalized Future Land Use Map designated it for “Residential Low” land use.

The subject property is not within a Priority Preservation Area.

Surrounding land is also designated by the Subregion Master Plan for “Residential Low” land use, adjoining land to the north is governed by the 1990 Largo-Lottsford Master Plan, which recommended “Suburban” land use.

LOCATION AND FIELD INSPECTION

The subject property is located along the south side of White House Road. The property is undeveloped and wooded.

To the west of the subject property is a 10-acre tract of land in the RE Zone which is owned by Hospices of the National Capital Region. Beyond to the west on the west side of Ritchie-Marlboro Road are two single-family dwellings in the RR Zone, and the Sansbury Crossing development in the RMF-48 Zone (formerly M-X-T), developed to this point with a Royal Farms gas station, and the Westphalia Road townhouse development in the RMF-48 Zone (formerly M-X-T) which is almost completely built out.

To the south of the subject property are working farms in the AR (former R-A) Zone.

To the east of the subject property is a farm in the RE Zone.

To the north of the subject property across White House Road are single-family detached dwellings in the RSF-95 Zone in the Largo Woods and Presidential Heights subdivisions. Further to the west on the north side of White House Road are plated townhouses in the RSF-65 and RSF-A Zones. While further to the east are single-family detached dwellings in the RR Zone.

DESCRIPTION OF THE PROPOSED AMENDMENTS

The proposed Basic Plan Amendment is being requested to allow for the resubdivision of the property into as many as 124 smaller lots in order to accommodate a new narrow-frontage detached single-family dwelling type, which will provide a more-affordable housing type than currently-available detached dwellings, but a larger and more commodious dwelling type than attached townhouses. The appropriateness of this new dwelling type is described in detail on pages 7 – 9 of the Applicant’s amended Statement of Justification (August 8, 2022 writing); this planner agrees fully with the description of the benefits of this new housing type and the accompanying analysis of the appropriateness of this site to accommodate it, and would adopt that text into this report.

While the original Basic Plan approval allowed for the density which will be proposed by the new development, three of the fourteen existing conditions which prevent the creation of the lots required to accommodate this new dwelling type are proposed to be amended, and one condition is requested to

be deleted. Similarly, minor changes in the Basic Plan layout are requested to accommodate the new development and reflect the proposed amendments to the conditions.

COMPLIANCE WITH APPROVAL CRITERIA OF SECTION 27-197(c)(7):

Pursuant to Section 27-197(c)(7) of the Prince George's County Code, in approving an amendment to a Basic Plan where no change in land area or increase in land use density or intensity is involved, the District Council shall find that the requirements of Section 27-195(b) for the original approval of a Basic Plan have been met.

The requirements of Section 27-195(b) are as follows:

- (1) *Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:*
 - (A) *The proposed Basic Plan shall either conform to:*
 - (i) *the specific recommendation of a General Plan Map, Area Master Plan map; or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties;*
 - (ii) *The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential building and the location of land uses; or*
 - (iii) *The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code.*
 - (B) *The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;*
 - (C) *Transportation facilities (including streets and public transit)*
 - (i) *which are existing,*
 - (ii) *which are under construction, or*
 - (iii) *(iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;*
 - (D) *Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries and fire stations) will be adequate for the uses proposed;*

- (E) *Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.”*
- (2) *Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.*
- (3) *In the case of an L-A-C Zone, the applicant shall demonstrate to the satisfaction of the District Council that any commercial development proposed to serve a specific community, village, or neighborhood is either:*
- (A) *Consistent with the General Plan, an Area Master Plan, or a public urban renewal plan; or*
- (B) *No larger than needed to serve existing and proposed residential development within the community, village, or neighborhood.*

The Applicant believes that all of the applicable foregoing criteria are met by the proposed amendments; the subsections are discussed individually, following:

- (A) *The proposed Basic Plan shall either conform to:*
- (i) *the specific recommendation of a General Plan Map, Area Master Plan map; or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; or*
- (ii) *The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential building and the location of land uses; or*
- (iii) *The regulations applicable to land zoned R-S and developed with uses permitted in the E-I-A Zone as authorized pursuant to Section 27-515(b) of this Code.*

The Kenwood Village development meets criterion (A) by virtue of its conformance with the land use recommendation of the Master Plan map, which provides for Residential Low land use. The General Plan defines “Residential Low” land use as “Residential Areas up to 3.5 dwelling units per acre;” the approved Basic Plan provided for a density of up to 2.18 dwelling units per acre (or 126 units) in accordance with its former R-S (1.6-2.6) zoning.

This conformance with the specific recommendations of the Master Plan map is sufficient to meet the criterion of 27-195(b)(1)(A), as meeting any one of the three sub-criteria are sufficient to satisfy the criterion.

(B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;

No retail commercial area is proposed by this application.

(C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

The conformance of the proposed amendments to this criterion for approval will be addressed by another witness.

(D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries and fire stations) will be adequate for the uses proposed;

The technical staff of the Countywide Planning Section found in their referral that the police, fire and rescue public facilities would be evaluated at the time of Preliminary Plan (though the most recent police response times would have been satisfactory), and that school capacity would similarly be evaluated at the time of Preliminary Plan (though this planner notes that Arrowhead Elementary, Kettering Middle and Largo High schools were recently all well under their enrollment capacity, and further that school adequacy is satisfied by the payment of a development surcharge). They note that the area is served by the Largo-Kettering branch library, and further found that the water and sewer category is sufficient evidence of the availability of planned water and sewerage systems.¹

(E) Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.

The site of Kenwood Village is located in close proximity existing single-family detached development in the RSF-95 (former R-80) Zone on the north side of White House Road which is of very comparable densities to that which are proposed. The proposed housing will further be buffered by a wide area of preserved wooded stream valley along the south side of White House Road which will screen the proposed development from view from the north.

The lands to the east will be screened by a buffer (though see the extended discussion of this buffer, below).

The lands to the west will be buffered from the proposed development by the park which was previously dedicated to MNCPPC and by the width of the relocated Harry S Truman Drive right-of-way.

¹ Memorandum, Elena Perry to Dominique Lockhart, August 3, 2022; pp. 69-70 of 87 in the backup material to the Technical Staff Report.

The farms to the south will be screened by a buffer on the subject property, as well as by a new gas right-of-way and a narrow strip of land to the north of it.

More broadly, the recent development around the new interchange of Ritchie-Marlboro Road and the Capital Beltway, including Westphalia Row, Sansbury Crossing and the platted but as-yet undeveloped townhouses on the Greater Morning Star Apostolic Ministries church site make the new housing type proposed for Kenwood Village fit much better into the broader neighborhood character than it would have at the time of the Basic Plan's initial approval in 1992.

In summary, the requested amendments will at a minimum, maintain the compatibility between the proposed land use types and the surrounding land uses which existed in the original approval, and in this planner's opinion, will better reflect the changes in the character of the neighborhood which have occurred since 1992.

1. *Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.*

The Kenwood Village project is not anticipated to have a construction schedule of more than 6 years.

2. *In the case of an L-A-C Zone, the applicant shall demonstrate to the satisfaction of the District Council that any commercial development proposed to serve a specific community, village, or neighborhood is either:*
 - (A) *Consistent with the General Plan, an Area Master Plan, or a public urban renewal plan; or*
 - (B) *No larger than needed to serve existing and proposed residential development within the community, village, or neighborhood.*

No L-A-C Zone is proposed by the subject application.

In summary, the requested amendments will conform to the findings required by Section 27-195(b) for approval of an initial application, and by extension to the findings required by Section 27-197(c) for approval of a major amendment requiring the same findings as those required for an initial application.

CONFORMANCE WITH THE PURPOSES OF THE R-S ZONE

Section 27-511(a) establishes seven purposes of the R-S Zone. The compliance of the subject application with these purposes is discussed as follows:

- (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;*
- (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; and*
- (C) *Applicable regulations are satisfied for uses authorized pursuant to Section 27-515(b) of this Code.*

This Purpose addresses the establishment of the R-S Zone as a zone in which achievable residential density of a proposed development is related to the provision of public benefit features; second, that the R-S Zone, like all Comprehensive Design Zones, is a plan implementation zone, such that the application of the zone to a tract of land must be in accordance with the adopted and approved General Plan, Master Plan, special purpose plans or a Sectional Map Amendment; and third, to provide for employment and institutional uses if certain locational criteria and other regulations are met.

Because the subject property is in accordance with the land use recommendations of the *Subregion 6 Master Plan*, the subject amendments are in harmony with this purpose of the R-S Zone.

- (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, or Sectional Map Amendment Zoning Changes) can serve as the criteria for judging individual development proposals;*

This Purpose addresses the reason for the establishment of Comprehensive Design Zones, and their function to enable the use of the Master Plan (or other plans or planning acts) as criteria for judgment of individual development proposals. The original rezoning of the subject property to the R-S Zone and the continued conformance of the proposed amended Basic Plan to the Master Plan demonstrates that the subject application is in harmony with this Purpose for the R-S zone.

- (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;*

This Purpose of the R-S Zone is to assure compatibility between the proposed land uses and the surrounding land uses, and the adequacy of public facilities so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District. The discussion of the compatibility of the proposed general land use types and the surrounding land uses in the foregoing text regarding the criteria of Section 27-197(b)(1)(C), (D), and (E) demonstrates that the Application is in conformance with this Purpose for the R-S zone.

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

This Purpose encourages the provision of amenities and public facilities in conjunction with the residential development through the use of density bonuses awarded for the incorporation of public benefit features into the development. Because the subject amendments will continue to incorporate the use of public benefit features into the proposed development, the approval of the requested amendments will be in harmony with this Purpose.

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

This Purpose of the R-S Zone requires the regulations of the zone to encourage and stimulate “balanced land development”. This planner believes that the incorporation of the new detached housing type which is to be accommodated by the proposed amendments will especially fulfill this Purpose by providing for a new housing type which will act as a transition in affordability between attached dwellings and the conventional single-family detached dwellings which are currently available in the market.

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

Because the subject amendments continue to retain the natural corridors through the property, will continue to propose new perimeter buffers between the proposed uses and the adjacent environment, the quality of the residential environment will be improved over standard development. More importantly, the new detached housing type will materially improve the variety of residential environments in the Regional District, and will be in particular harmony with this Purpose.

(7) *Allow qualifying properties in the R-S Zone to develop with uses in the E-I-A Zone pursuant to Section 27-515(b) of this Code.*

The Kenwood Village project is not a “qualifying property” in the context of this Purpose.

In conclusion, this planner finds that the subject application, A-9802-C-01 and A-9803-C-01, is in conformance with the purposes of the (former) R-S Zone.

COMPLIANCE WITH THE PURPOSES OF THE ZONING ORDINANCE:

There are also fifteen general purposes of the Zoning Ordinance, which are laid out in §27-102(a). The proposed Zoning Map Amendment would be in harmony with these purposes, as follows:

(1) *To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;*

The approval of the requested amendment to the Basic Plan for Kenwood Village will allow for the construction of a new detached dwelling type which will extend the affordability of single-family detached dwellings to a larger portion of the population, and will therefore promote the comfort, convenience and welfare of the present and future inhabitants of the County. It will continue to promote public health and safety by providing sufficient buffers from environmental hazards such as floodplain, and by protecting the surrounding residents from visual and traffic impacts from the planned development.

Furthermore, the review process inherent in Comprehensive Design Zones provides for a higher level of both planning flexibility and public oversight to promote and protect the public health, safety and welfare.

(2) *To implement the General Plan, Area Master Plans, and Functional Master Plans;*

As discussed above, the proposed development implements the Master Plan map's recommendations for land use type and density.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

As with the purpose of implementing the General and Master Plans, this purpose is largely replicated by the criteria for approval of Comprehensive Design Zones found in §27-195(b)(1)(C) and (D) addressing transportation facilities, police, fire, schools and water and sewerage; the harmony of the request for approval of amendments to the Basic Plan with this purpose of the Zoning Ordinance will be discussed at length in the testimony of the transportation planning expert, and has been discussed by Technical Staff in the Countywide Planning referral.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

As noted in the discussion of the purpose of protecting and promoting the public health and safety, above, the multi-stage public review process inherent in the Comprehensive Design Zones' regulations affords a higher level of guidance for the development at the property (and therefore for its contribution to the growth and development of the County as a whole). These principles are reflected in the approved Basic Plan, and the requested amendments will not affect the review process going forward.

The development of the County and the needs of the homebuying public will be recognized by the approval of the requested amendments, particularly in enabling the development of a new housing type which will extend the affordability of single-family detached dwellings to a larger portion of the population.

For these reasons, the approval of the requested amendments to the Basic Plan at this property will continue to be in particularly close harmony with this purpose of the Ordinance.

(5) To provide adequate light, air, and privacy;

The lot standards which will be established in the Comprehensive Design Plan will ensure the provision of adequate light, air and privacy for the proposed development, and the existence of substantive wooded natural buffers will ensure the provision of adequate light, air and privacy for its neighbors.

The additional standards and design guidelines for the approval of a Comprehensive Design Plan and Specific Design Plans which are required by the regulations for Comprehensive Design Zones afford additional opportunities to ensure the provision of adequate light, air and privacy. These principles are reflected in the approved Basic Plan, and the requested amendments will not affect the adequacy of light, air or privacy; as such, approval of the requested amendments will be in harmony with this purpose as well.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

The requested amendments to the Basic Plan will preserve the buffers to regulated environmental features and between the subject property and the adjacent development, and will protect viewshed

from White House Road. As such, approval of the requested amendments will be in harmony with this purpose of the Zoning Ordinance.

(7) To protect the County from fire, flood, panic, and other dangers;

The approval of the requested amendments will not affect the original approval of the R-S Zone at the subject property and its harmony with this Purpose of the Zoning Ordinance, as they will not affect the requirements for the proposed development to conform with regulations established in the body of the Zoning Ordinance, as well as other County Ordinances, which are intended to protect from fire, flood, panic and other dangers, namely: the floodplain regulations, stormwater management regulations, the fire prevention code, the building code, and the tables of permitted uses for the various zones.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

Because the subject amendments propose a new, more-affordable housing type, the approval of the requested amendments will bring single-family detached dwellings into the economic reach of a greater proportion of the County's residents

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

Because the subject amendment proposes resident uses, this Purpose is not applicable to the proposed amendments.

(10) To prevent the overcrowding of land;

The approval of the requested amendments would be in harmony with this Purpose because the amended plan will not increase the approved developable density of the existing Basic Plan, and will still require the property to be developed in conformance with regulations that are approved through a Comprehensive Design Plan to ensure the prevention of overcrowding, including height limits, setbacks, and minimum green area.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

The approval of the requested amendments would be in harmony with this Purpose because of several factors.

First, as noted above, the criterion of §27-195(b)(1)(C) assures the adequacy of local public transportation facilities as a prerequisite to the approval of the Zone.

And second, the approval of the proposed amendments would not affect the requirements for the property to be developed in accordance with the regulations established in the body of the Zoning Ordinance (and other County ordinances) which are intended to lessen the danger and congestion of traffic on roads, including the requirement for substantial improvements to White House Road.

(12) To insure the social and economic stability of all parts of the County;

As the Zoning Ordinance is the principal tool for the implementation of the planning process by enacting legal requirements which implement the planning goals that strive to maintain the social and economic stability of the County, this planner believes that conformance with the requirements and regulations of the Zoning Ordinance will be prima facie evidence of the application's harmony with this purpose.

Beyond that, however, the approval of the requested amendments would promote the economic and social stability of the County by allowing for the development of a new, more-affordable single-family detached dwelling type, which will extend the social and economic stability associated with homeownership to a greater proportion of the County's residents.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

The approval of the requested amendments will have no impact to the protections to the County's natural features which were inherent in the original approval of the R-S Zone.

(14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space;

The approval of the requested amendments will have no impact to the open space network which was proposed in the original approval of the R-S Zone; the bulk of the open space, including the buffers to regulated environmental features and the already-dedicated public park will retain the same configuration.

The final purpose,

(15) To protect and conserve the agricultural industry and natural resources

will be met by the buffer which will be provided between the proposed development and the abutting farms.

DISCUSSION OF THE REASONS FOR COMPREHENSIVE DESIGN ZONES IN THE ZONING ORDINANCE:

Section 27-476 provides three "reasons" for having Comprehensive Design Zone; while discussion of this is not a part of the approval criteria or past evidentiary practice, these "reasons" are particularly apropos to the consideration of the requested amendments:

(1) It is within the ultimate objectives of the District Council's authority (under Article 28 of the Annotated Code of Maryland) to use recent planning and zoning innovations;

(2) The demands for housing, commercial and industrial activities, and related public facilities and services are undergoing substantial and rapid changes, requiring improved methods of land use control; and

(3) There is a need to encourage the optional and imaginative utilization of land contemplated by Comprehensive Design Zones in order to:

(A) Improve the total environment; [three other sub-reasons less relevant]

The amendment of the approved Basic Plan to allow for the incorporation of a new detached housing type speaks directly to the use of planning innovations. The lots which will be proposed to accommodate this new detached dwelling type would not be allowed to be created in any existing Euclidean zone. Providing for this new, more-affordable housing type at the existing, approved density which is compatible with the surrounding neighborhood is just what Comprehensive Design Zones are supposed to accomplish.

The drafting of the Section of the Zoning Ordinance in the 1970s describing the “demands of housing activities...are undergoing substantial and rapid changes” and the resulting need for improved methods of land use control could not have been more prescient in describing the conditions these fifty years later. Again, the lots to accommodate this new detached dwelling type which will help to meet the ongoing rapid changes in the demands of housing activities would not be allowed to be created in any existing Euclidean zone.

Finally, accommodating these housing units will materially improve the total environment. That, to this planner, includes not only the physical environment which will be better protected by the design flexibility of the R-S Zone regardless of the housing type proposed, but also includes the economic environment for housing buyers, and the social environment which they contribute to.

DISCUSSION OF THE AMENDED CONDITIONS:

Condition 4:

4. *The location and width of the internal trails proposed shall be evaluated and determined by the Trails Coordinator prior to Phase II approval.*

This condition is proposed to be deleted.

As the Applicant discusses in its Statement of Justification, the design of the project as reflected in the approved Specific Design Plan evolved away from the creation of a separate internal trail network, relying instead on the network of sidewalks. It is to be noted that development regulation evolved from the original 1992 approval through the 2015 Specific Design Plan approval, whereby sidewalks are now uniformly provided on both sides of the street in detached housing neighborhoods, and the width of sidewalks have increased from 4' to 5'. This factor, together with the increased desire to avoid disturbance to regulated natural feature buffers led to the elimination of a separate trail network.

This planner agrees that retaining the condition would only promote confusion in the subsequent reviews of the redesign of Kenwood Village, and its elimination will not affect the conformance of the amended Basic Plan to the approval criteria or the Purposes of the Zone.

Condition 7:

7. *The minimum lot size shall be 6,000 square feet in Development Envelopes A through D and 10,000 square feet in Development Envelope E.*

The applicant has requested that the lot size minima be reduced to 4,200 square feet for all envelopes. This condition is the heart of the instant request, as it is these smaller lots which are necessary to accommodate the new housing type.

Condition 8:

8. *The 50-foot buffers along the east and south boundaries are labeled as non-disturbance buffers and shall include a six-foot-high black vinyl clad chain link fence, extending to the east side of Harry S. Truman Drive.*

The applicant has proposed the following alternative:

“A 50-foot buffer shall be provided along the eastern property boundary and shall include a six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the south side of White House Road. The only disturbance to this buffer shall be for the construction of stormwater management facilities located within 550 feet from the right-of-way of White House Road. A 25-foot landscaped buffer shall be provided along the southern property boundary and provide the number of plant units required for a “B” buffer yard as required by the Landscape Manual. A six-foot-high black vinyl clad chain link fence (or approved alternative), extending to the east side of Harry S. Truman Drive.”

As the applicant discusses at length in its Statement of Justification, the modification to the approved east buffer is only to accommodate grading necessary for the new stormwater management measures which were not required at the time of the previous approvals, and will not affect the buffer between the dwellings and the adjoining property.

The buffer along the south property will be reduced, but the reduction will be offset by the new presence of a large-diameter gas main on the adjoining property which will serve (by restricting the use of the northern edge of the abutting property) to create a larger separation of use than would previously have existed. The applicant also correctly notes that the on-site buffer proposed by the amended condition will still be larger than that required by the Landscape Manual.

This planner believes that the amended condition will conform to the approval criteria and to the Purposes of the R-S Zone.

Condition 13:

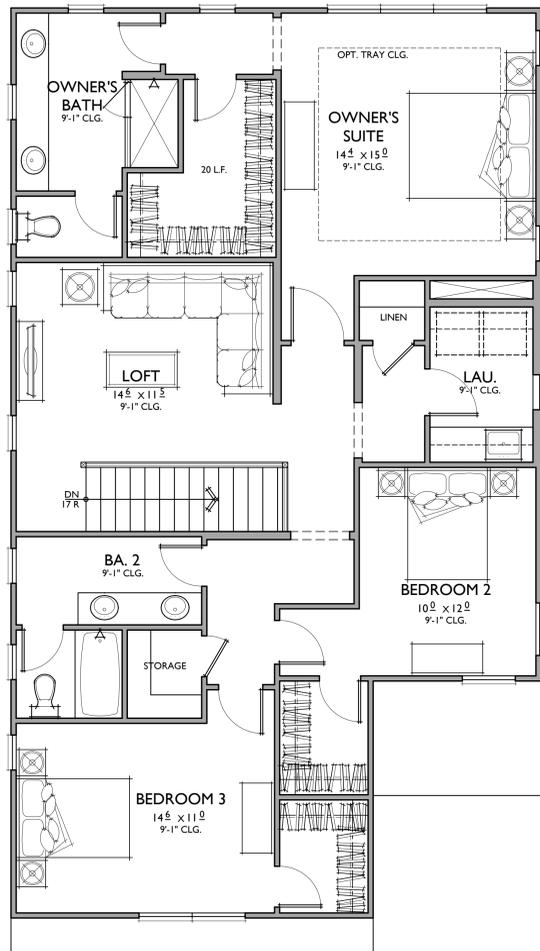
13. *A 50-foot non-disturbance buffers buffer along the east and south properties shall apply along both sides of all streams and shall be expanded to include the 100-year floodplain, wetlands, steep slopes and soils with erodibility factors of .35 and greater. Such buffers shall be approved by the Natural Resources Division Environmental Planning Section prior to Specific Design Plan, Phase III. Additional screen planting and may be required to provide adequate screening, to be approved by the Urban Design Section.*

Here the applicant is proposing only to increase the 50-foot buffer to 75 feet to conform to the current requirements of the Environmental Technical Manual, and to update name of the “Natural Resources Division” to the Environmental Planning Section.

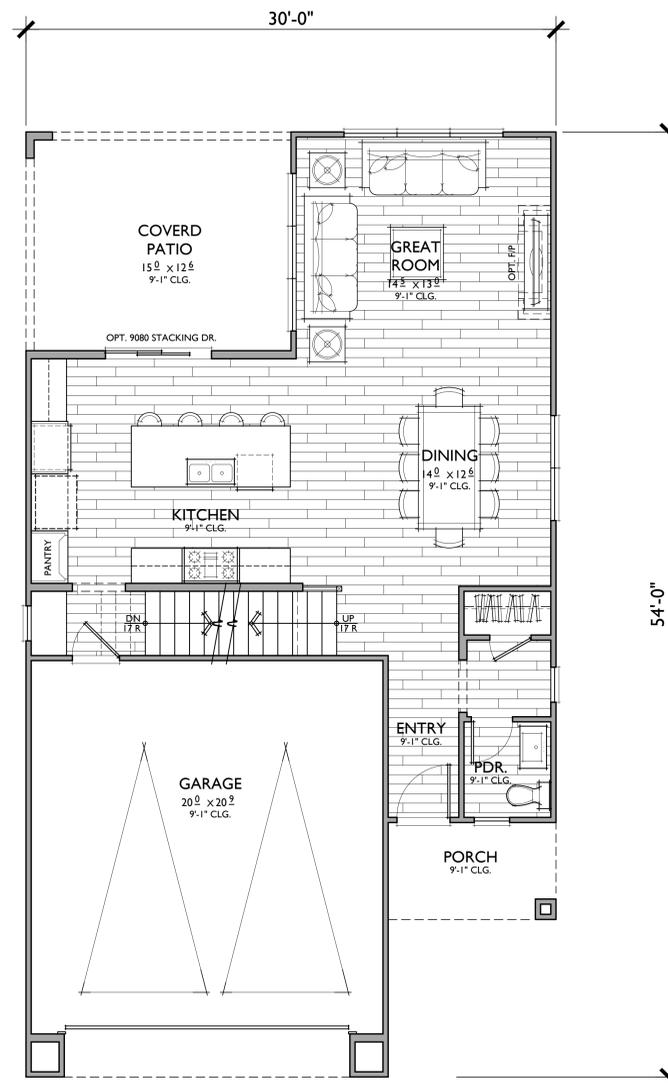
Here, too, this planner believes that the amended condition will conform to the approval criteria and to the Purposes of the R-S Zone.

CONCLUSION

In summary, the approval of the subject application would meet the criteria of §27-197(c) for the approval of an amendment to an approved Basic Plan.



SECOND FLOOR



FIRST FLOOR

NOTE: BEDROOM 4 WILL BE AT BASEMENT LEVEL WITH BATH 3

PLAN I

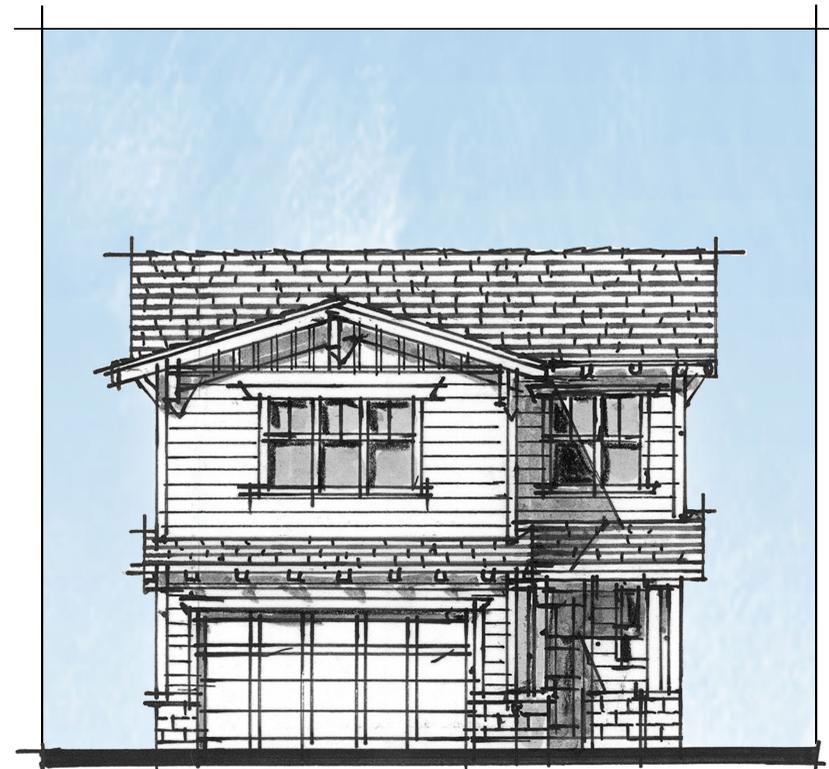
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	810 SQ. FT.
2ND FLOOR	1,390 SQ. FT.
TOTAL LIVING	2,200 SQ. FT.
BASEMENT	
2 - CAR GARAGE	443 SQ. FT.
OUTDOOR LIVING	187 SQ. FT.
PORCH	53 SQ. FT.

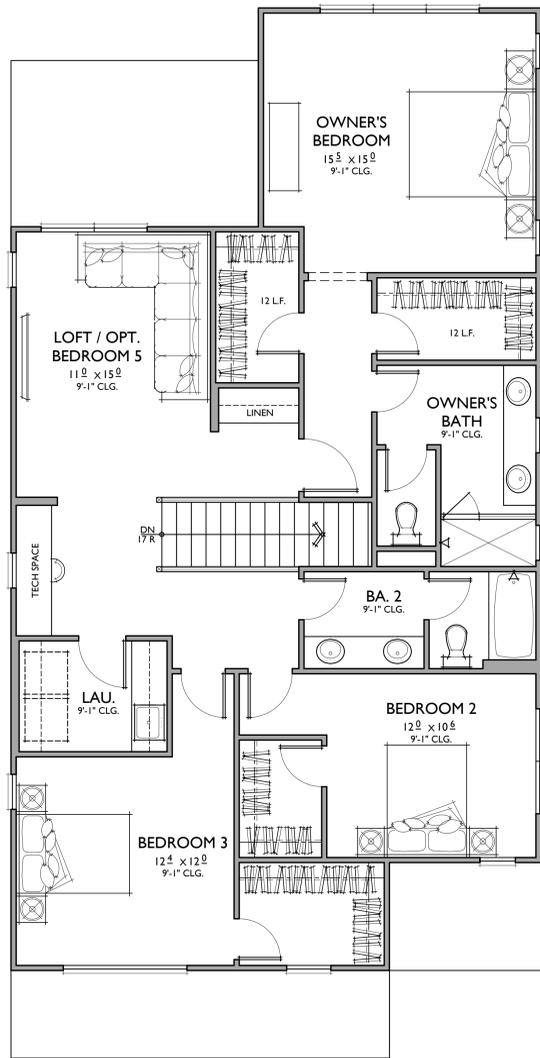
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



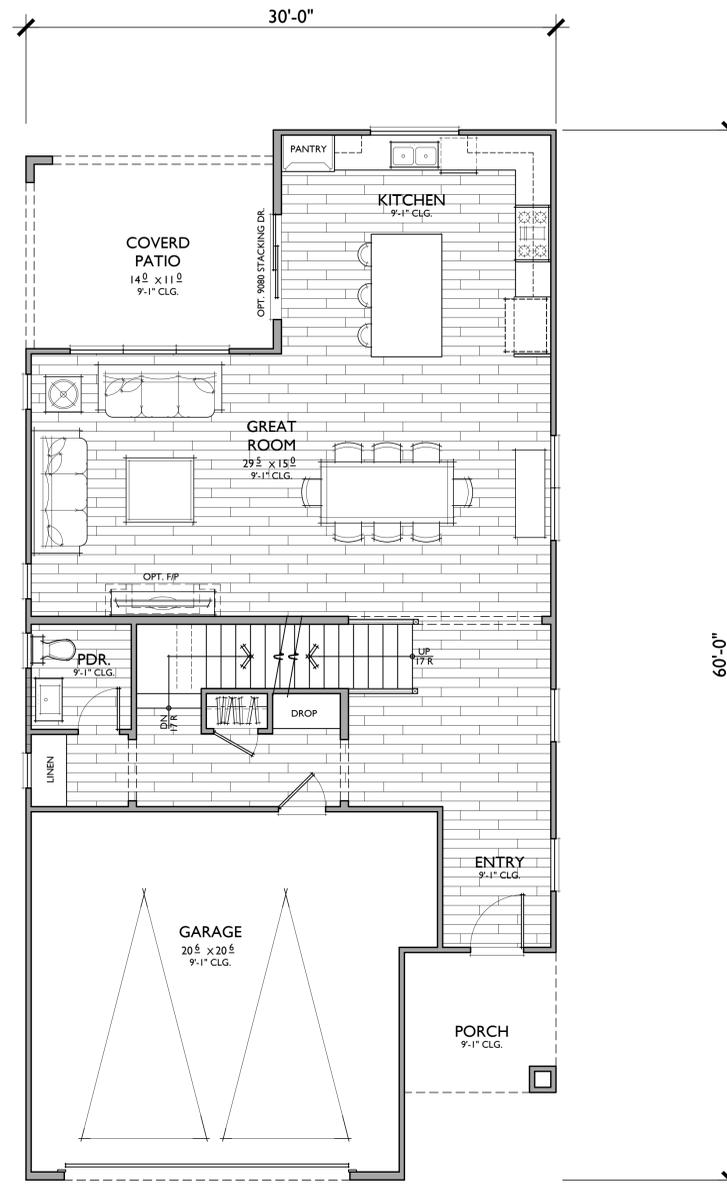
PLAN I
TRADITIONAL



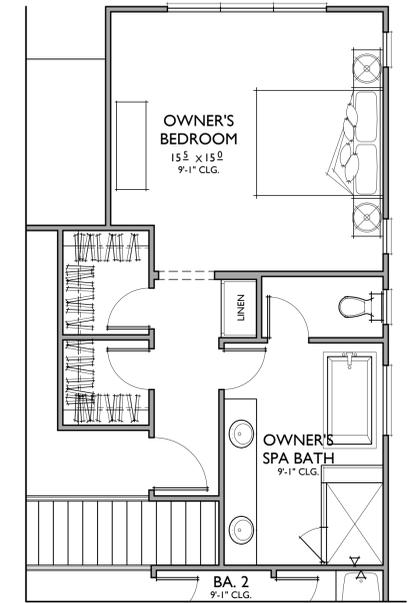
PLAN I
CRAFTSMAN



SECOND FLOOR



FIRST FLOOR



OPT. SPA BATH

AT OWNER'S BATH

NOTE: BEDROOM 4 WILL BE AT BASEMENT LEVEL WITH BATH 3

PLAN 2

4 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

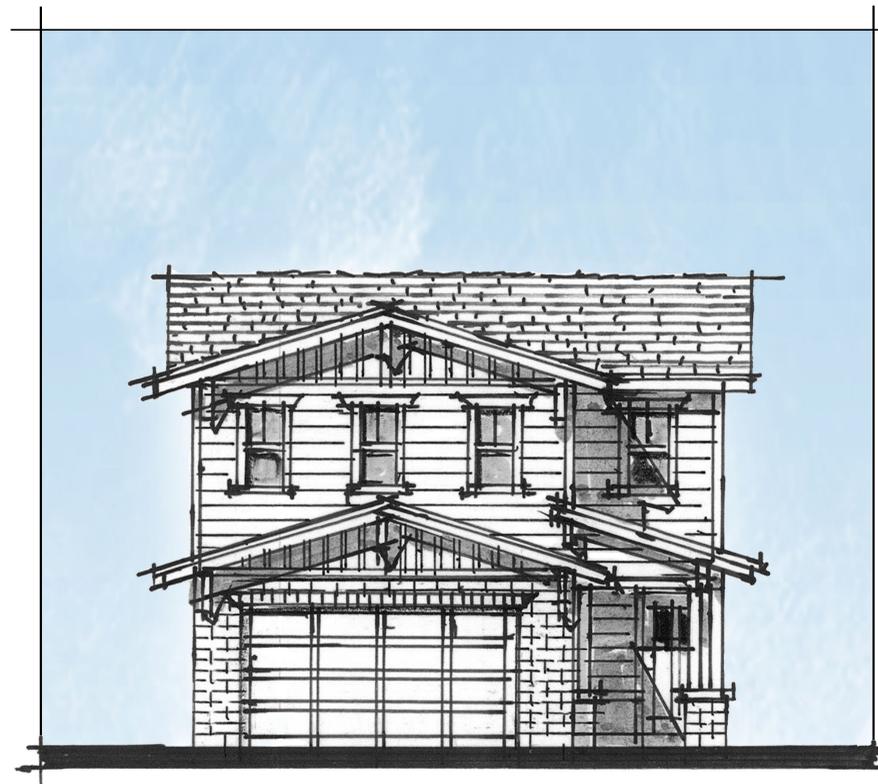
FLOOR AREA TABLE

1ST FLOOR	1,048 SQ. FT.
2ND FLOOR	1,377 SQ. FT.
TOTAL LIVING	2,425 SQ. FT.
BASEMENT	
2 - CAR GARAGE	466 SQ. FT.
OUTDOOR LIVING	154 SQ. FT.
PORCH	69 SQ. FT.

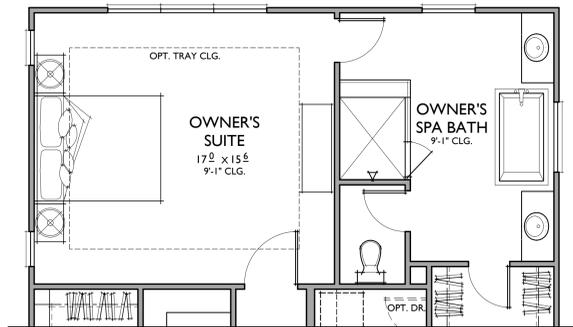
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



PLAN 2
TRADITIONAL

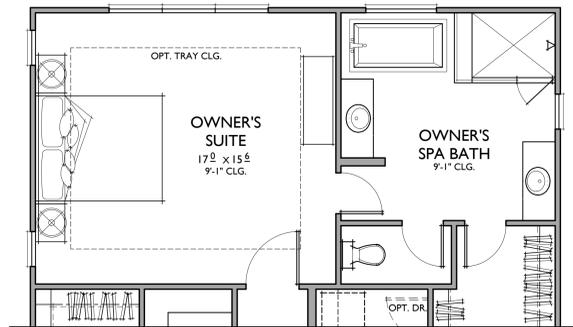


PLAN 2
CRAFTSMAN



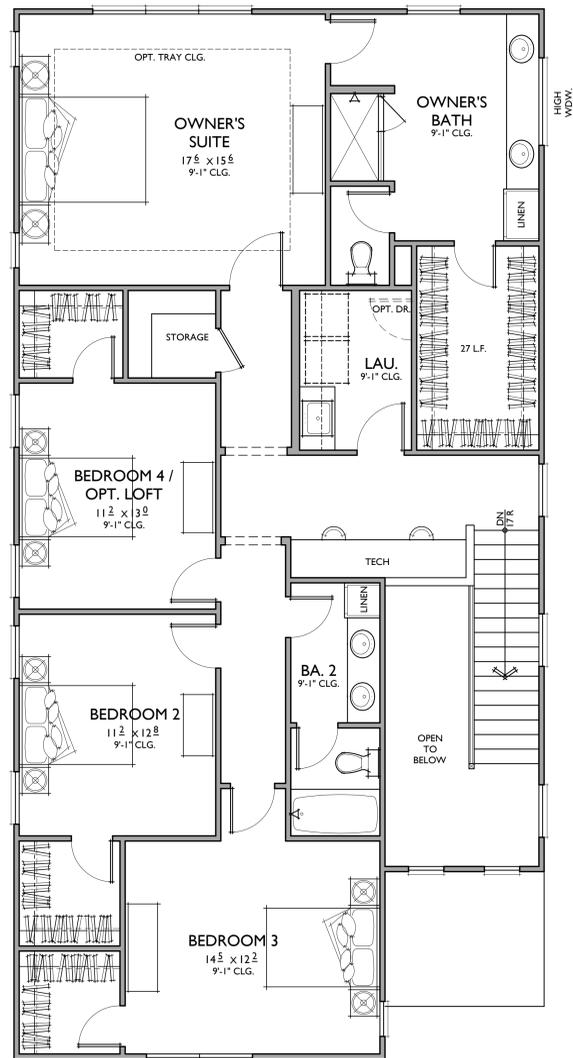
OPT. SPA BATH

AT OWNER'S BATH



OPT. SPA BATH 2

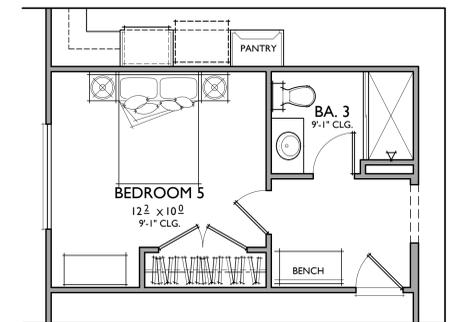
AT OWNER'S BATH



SECOND FLOOR



FIRST FLOOR



OPT. BEDROOM 5

IN LIEU OF STUDY AND PDR

PLAN 3

4 BEDROOMS / 2.5 BATHS + STUDY
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	1,147 SQ. FT.
2ND FLOOR	1,544 SQ. FT.
TOTAL LIVING	2,691 SQ. FT.
BASEMENT	
2 - CAR GARAGE	432 SQ. FT.
OUTDOOR LIVING	135 SQ. FT.
PORCH	68 SQ. FT.

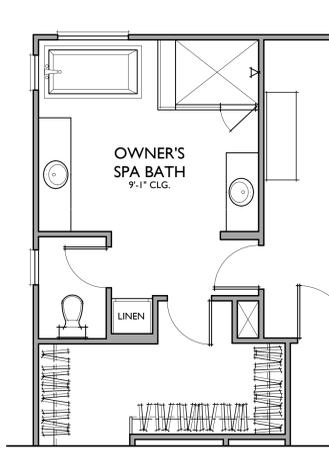
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



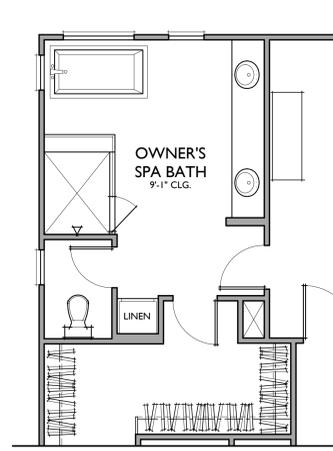
PLAN 3
TRADITIONAL



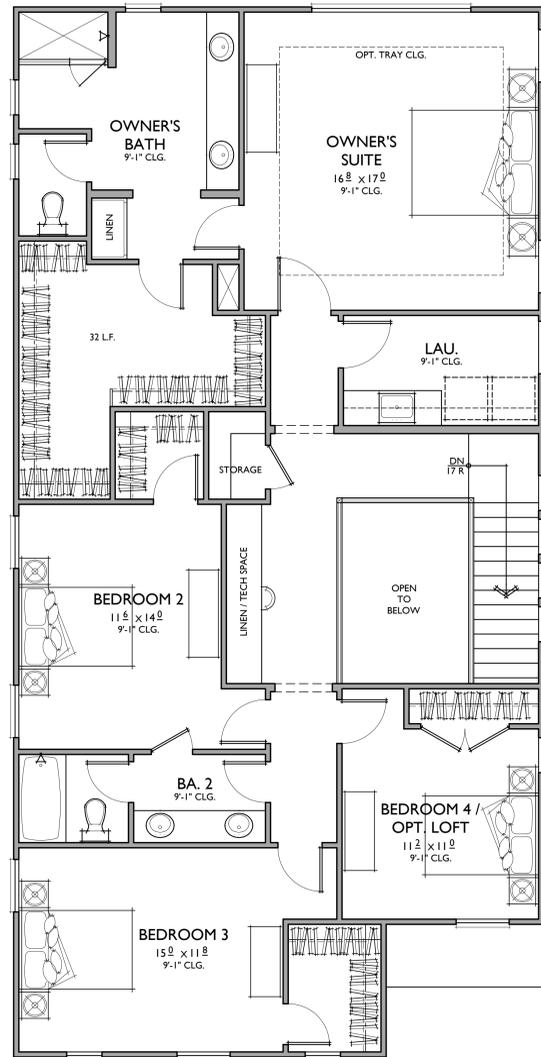
PLAN 3
CRAFTSMAN



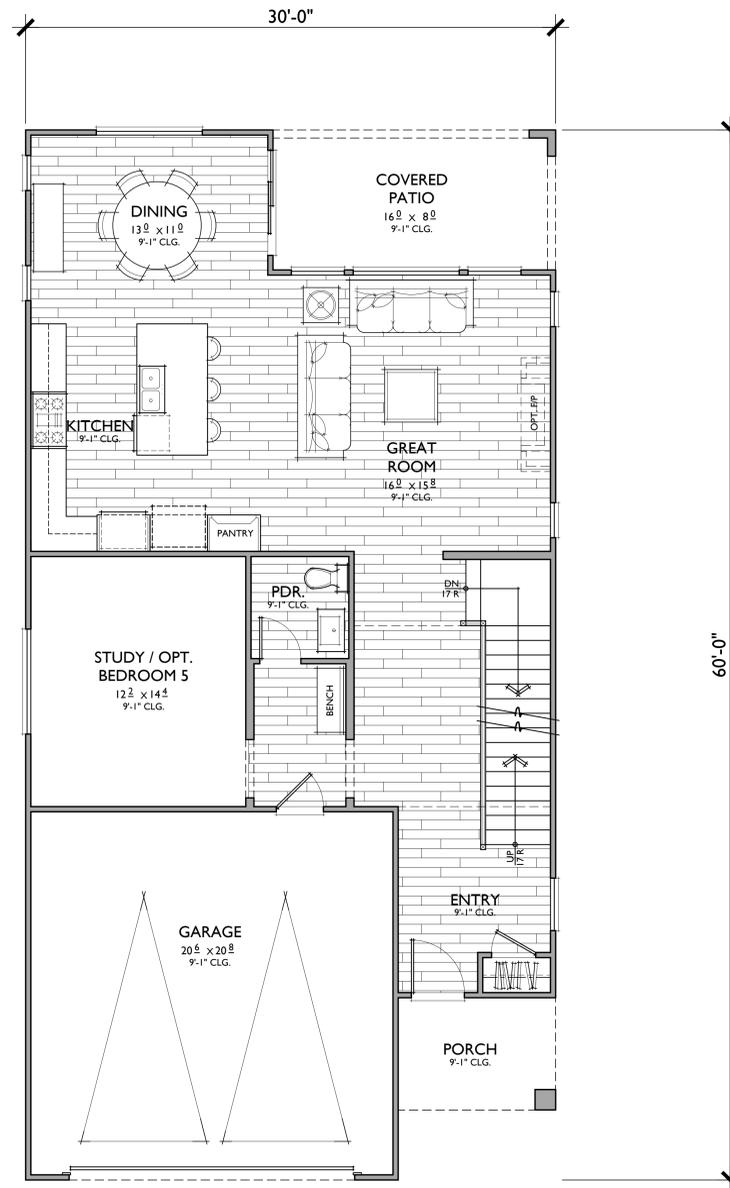
OPT. SPA BATH 2
AT OWNER'S BATH



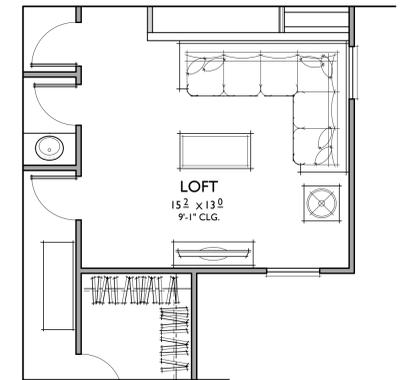
OPT. SPA BATH
AT OWNER'S BATH



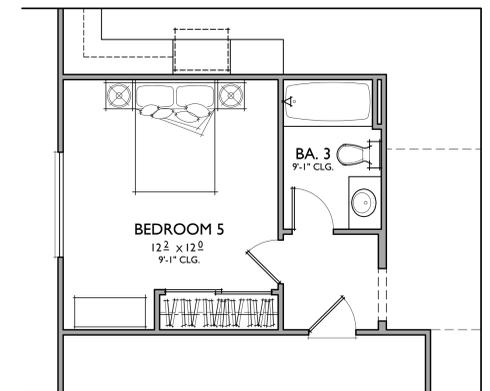
SECOND FLOOR



FIRST FLOOR



OPT. BEDROOM 5
IN LIEU OF BEDROOM 3 & BA. 3



OPT. BEDROOM 5
IN LIEU OF STUDY AND PDR

PLAN 4

4 BEDROOMS / 2.5 BATHS + STUDY
2 - CAR GARAGE

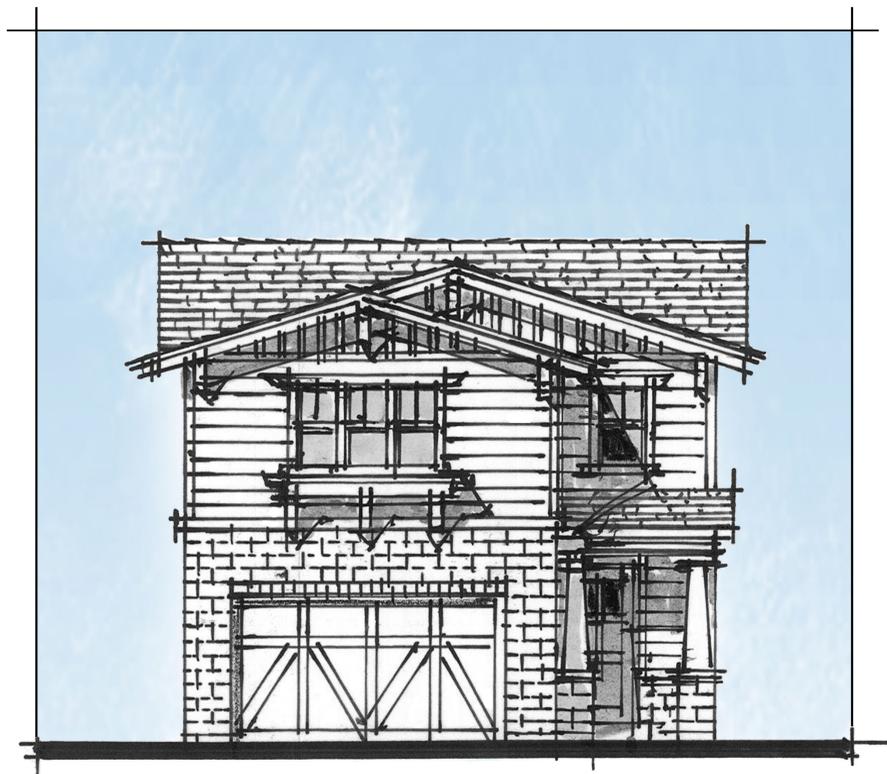
FLOOR AREA TABLE

1ST FLOOR	1,139 SQ. FT.
2ND FLOOR	1,614 SQ. FT.
TOTAL LIVING	2,753 SQ. FT.
BASEMENT	
2 - CAR GARAGE	441 SQ. FT.
OUTDOOR LIVING	128 SQ. FT.
PORCH	57 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION



PLAN 4
TRADITIONAL



PLAN 4
CRAFTSMAN

Mark G. L. Ferguson, R.A.

Architect & Planner

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Largo, Maryland 20774
(301) 952-8200
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Education:

Bachelor of Architecture
University of Maryland, College Park, 1985

Licensure:

Registered Architect
Maryland Registration #7621, 1987

Employment:

5/05 to Present:	Senior Land Planner RDA Engineering Company, Inc./Site Design, Inc. Upper Marlboro & Largo, Maryland
5/99 to 5/05:	Principal Mark G. L. Ferguson, R.A., Architect & Planner Hyattsville, Maryland
5/89 to 5/99:	Architect/Planner Robertson-Dhalwala Associates, LLC Upper Marlboro, Maryland Prince Frederick, Maryland
9/87 to 5/89	Architect AIP Architects Adelphi, Maryland
6/85 to 9/87	Intern Architect AIP Architects Adelphi, Maryland
2/84 to 6/85	Intern AIP Architects Adelphi, Maryland

Professional Experience:

Mr. Ferguson has broad experience in the fields of architecture, land planning and civil engineering, with projects ranging in scope from small residential additions to community planning. He has provided expert planning testimony before the Circuit Court for Prince George's County, the Prince George's District Council, Planning Board, Zoning Hearing Examiner and Board of Zoning Appeals for numerous planning cases, as well as testimony before similar boards in other Southern Maryland jurisdictions.

Cases on which Mr. Ferguson has provided expert testimony or litigative assistance include:

- Callicott Property
Upper Marlboro, Maryland
Expert planning testimony in application A-10054, requesting rezoning from the C-S-C commercial zone to the R-80 residential zone.
- Khan Property
Brandywine, Maryland
Expert planning testimony in application A-10049, requesting rezoning from the R-R residential zone to the C-M commercial zone.
- Saint Barnabas Mixed-Use Park
Temple Hills, Maryland
Expert planning testimony in application A-10047, requesting rezoning from the C-S-C commercial and I-1 industrial zones to the M-X-T mixed use zone.
- Locust Hill
Upper Marlboro, Maryland
Expert planning testimony in application A-9975/01, requesting approval of a new Basic Plan and revision of prior conditions for a planned community in the R-L comprehensive design zone.
- Willowbrook
Upper Marlboro, Maryland
Expert planning testimony in application A-9968/01, requesting approval of a new Basic Plan and revision of prior conditions for a planned community in the R-S comprehensive design zone.
- Renard Lakes
Brandywine, Maryland
Expert planning testimony in application A-10046, requesting rezoning from the R-S comprehensive design zone to the I-1 industrial zone.
- Moore's Corner
Brandywine, Maryland
Expert planning testimony in application A-10044, requesting rezoning from the R-R residential zone to the M-X-T mixed use zone.
- Linda Lane Commercial Park
Camp Springs, Maryland
Expert planning testimony in application A-10043, requesting rezoning from the R-80 residential and C-S-C commercial zones to the M-X-T mixed use zone.

- Brandywine-Waldorf Medical Clinic
 Brandywine, Maryland
 Expert planning testimony in application A-10042, requesting rezoning from the C-O commercial zone to the M-X-T mixed use zone.
- Glenn Dale Commons
 Glenn Dale, Maryland
 Expert planning testimony in application A-10038, requesting rezoning from the I-1 industrial zone to the M-X-T mixed use zone.
- American Rescue Workers
 Capitol Heights, Maryland
 Expert planning testimony in application A-10037, requesting rezoning from the R-R residential zone to the I-2 heavy industrial zone.
- Donnell Drive
 Forestville, Maryland
 Expert planning testimony in application A-10036, requesting rezoning from the R-T townhouse zone to the C-M commercial zone.
- Virginia Linen
 Capitol Heights, Maryland
 Expert planning testimony in application A-10033, requesting rezoning from the I-3 planned industrial zone to the I-1 light industrial zone.
- Amber Ridge
 Bowie, Maryland
 Expert planning testimony in application A-10031, requesting rezoning from the C-S-C commercial zone to the M-X-T mixed use zone.
- Oakcrest
 Laurel, Maryland
 Expert planning testimony in application A-10030, requesting rezoning from the R-55 residential zone to the C-S-C commercial zone.
- Fairview Commercial Property
 Lanham, Maryland
 Expert planning testimony in application A-10024, requesting rezoning from the R-80 residential zone to the C-S-C commercial zone.
- King Property
 Largo, Maryland
 Expert planning testimony in application A-10020, requesting rezoning from the I-3 planned industrial zone to the M-X-T mixed use zone.
- Cafritz Tract
 Riverdale Park, Maryland
 Expert planning testimony in application A-10018, requesting rezoning from the R-55 residential zone to the M-U-TC mixed use zone.

- Jemal's Post
 Forestville, Maryland
 Expert planning testimony in application A-10003, requesting rezoning from the I-1 industrial zone to the C-S-C commercial zone.
- Defiance Drive
 Fort Washington, Maryland
 Expert planning testimony in application A-10000, requesting rezoning from the R-E estate zone to the R-R residential zone.
- Sauerwein Property
 Upper Marlboro, Maryland
 Expert planning testimony in application A-9977, requesting approval of rezoning from the R-R residential zone to the R-T (townhouse) residential zone.
- Renard Lakes
 Brandywine, Maryland
 Expert planning testimony in application A-9970, requesting approval of a Basic Plan and rezoning from the I-1 industrial zone to the R-S comprehensive design zone.
- Bevard East
 Piscataway, Maryland
 Expert planning testimony in application A-9967, requesting approval of a Basic Plan and rezoning from the R-E residential zone to the R-L comprehensive design zone.
- Smith Home Farm
 Upper Marlboro, Maryland
 Expert planning testimony in application A-9965 and A-9966, requesting approval of a Basic Plan and rezoning from the R-A residential zone to the R-M and L-A-C comprehensive design zones.
- Boone Property
 Largo, Maryland
 Expert planning testimony in application A-9957, requesting rezoning from the R-E estate zone to the R-R residential zone.
- Edwards Property
 Adelphi, Maryland
 Expert planning testimony in application A-9954, requesting approval of a Basic Plan and rezoning from the R-R residential zone to the L-A-C comprehensive design zone.
- Buck Property
 Upper Marlboro, Maryland
 Expert planning testimony in application A-9952, requesting approval of a Basic Plan and rezoning from the R-A residential zone and the E-I-A comprehensive design zone to the R-S comprehensive design zone.

- Nicowski Property
Upper Marlboro, Maryland
Expert planning testimony in application A-9939, requesting rezoning from the C-O commercial zone to the C-S-C commercial zone.
- Parcel B, Largo Town Center
Largo, Maryland
Expert planning testimony in application A-9280, requesting an amendment to the Basic Plan for a site in the M-A-C comprehensive design zone.
- State Roads Commission of the State Highway Administration v. Crescent Cities Jaycees
Expert planning testimony in Case# CAL-94-20084, seeking just compensation for the State's condemnation of property for the expansion of Maryland Route 5.
- Millard Property
Camp Springs, Maryland
Expert planning testimony in State Highway Administration Project PG209A31, Item #89084, seeking just compensation for the State's condemnation of property for road improvements to Naylor Road associated with the construction of the Naylor Road Metro Station.
- Brandywine-Waldorf Medical Clinic
Brandywine, Maryland
Expert report in State Highway Administration Project PG175A31, Item #106368, seeking just compensation for the State's condemnation of property for road improvements to Branch Avenue associated with the construction of the interchange of Maryland Route 5 with various roads in the vicinity of T.B.
- University Place Center
Langley Park, Maryland
Expert report in State Highway Administration Project 10420130, Item #900576, seeking just compensation for the State's condemnation of property for construction of the Purple Line.
- *United States v. Makowsky*, Case #01-2096 D/Bre (D. Tenn)
Litigative consultation to the U.S. Department of Justice on a case seeking remedies to accessibility barriers at an apartment complex in Shelby County, Tennessee.
- *United States v. Rose, et al.*, Case #02-73518 (E.D. Mich)
Expert testimony for the U.S. Department of Justice on a case seeking remedies to accessibility barriers at apartment complexes in Van Buren Township, Michigan and in Batavia Ohio.
- *United States v. Rose, et al.*, Case #3:01cv0040AS (N.D. Ind)
Expert testimony for the U.S. Department of Justice on a case seeking remedies to accessibility barriers at apartment complexes in Elkhart City, Indiana and in Fort Wayne, Indiana.
- *Weatherburn Associates, LLC, et al. v. County Commissioners for Charles County, Maryland*, Case #08-C-16-002422
Expert report for the defendant in a proceeding seeking compensation for losses arising out of the alleged failure of the defendant to pursue environmental approvals of a certain formerly-planned road improvement in Charles County, Maryland.

- *Varsity Investment Group, LLC, et al. v. Prince George's County, Maryland*, Case #CAL-18-41277
Expert report for the plaintiff in an proceeding seeking enforcement of a County Council Resolution granting remission of impact fees for the conversion of an office building to multifamily dwellings in Oxon Hill, Maryland.
- *Jackson v. Sumbly*, Case #CAE-18-01785
Expert testimony for the plaintiff in an proceeding alleging adverse possession of a shared driveway between two houses in Capitol Heights, Maryland.
- *Scaggs v. Barrett, et al.*, AAA Case #04-C-10-000151CN
Expert testimony for the defendant in an arbitration proceeding alleging negligence in the preparation of a feasibility study in connection with a proposed subdivision in Calvert County, Maryland.
- Washington Gas Liquefied Natural Gas Storage Facility
Hyattsville, Maryland
Pro bono expert planning testimony in application SE-245/06, opposing the approval of a Special Exception to permit a regional liquefied natural gas storage facility in the O-S Zone, adjacent to a planned high-density mixed-use development around the West Hyattsville Metro station.
- 7-Eleven Marlboro Pike
Capitol Heights, Maryland
Expert planning testimony in application SE-4822, requesting approval of a Special Exception for the construction of a new gas station and food & beverage store in the C-S-C Zone.
- Enterprise Rent-A-Car
Capitol Heights, Maryland
Expert planning testimony in application SE-4819, requesting approval of a Special Exception for a vehicle rental facility in the C-S-C Zone.
- Hunt Real Estate Development
Capitol Heights, Maryland
Expert planning testimony in application SE-4815, requesting approval of a Special Exception for the construction of a new gas station and food & beverage store in the C-S-C Zone.
- SMO Gas Station & Car Wash
Clinton, Maryland
Expert planning testimony in application SE-4812, requesting approval of a Special Exception for the rebuild of an existing gas station with the addition of a car wash in the C-S-C Zone.
- Uptown Suites
Lanham, Maryland
Expert planning testimony in application SE-4794, requesting approval of a Special Exception for a hotel in the I-2 Zone.
- Ernest Maier Concrete Batching Plant
Bladensburg, Maryland
Expert planning testimony in application SE-4792, requesting approval of a Special Exception for a concrete batching plant in the I-2 Zone.

- Smith Property Surface Mine
Brandywine, Maryland
Expert planning testimony in application SE-4517, requesting approval of a Special Exception for an extension in the validity period for an existing surface mine in the O-S Zone.
- Aggregate Industries Sand & Gravel Wet Processing Facility
Brandywine, Maryland
Expert planning testimony in application SE-4790, requesting approval of a Special Exception for an extension in the validity period for an existing wash plant in the R-A and R-E Zones.
- Traditions at Beechfield
Mitchellville, Maryland
Expert planning testimony in application SE-4785, requesting approval of a Special Exception for a planned retirement community in the R-E Zone.
- Chuck's Used Auto Parts
Marlow Heights, Maryland
Expert planning testimony in application SE-4783, requesting approval of a Special Exception for a vehicle salvage yard in the I-1 Zone.
- Dollar General
Upper Marlboro, Maryland
Expert planning testimony in application SE-4778, requesting approval of a Special Exception for a department or variety store in the I-1 Zone.
- Sunoco Gas Station and Car Wash
Camp Springs, Maryland
Expert planning testimony in application SE-4778, requesting approval of a Special Exception for a car wash addition to an existing gas station in the C-S-C Zone, including approval of Alternative Compliance for landscape buffers.
- Forestville Auto Service
Upper Marlboro, Maryland
Expert planning testimony in application SE-4768, requesting approval of a Special Exception for a gas station in the C-S-C Zone.
- Sheriff Road Seventh Day Adventist Church
Fairmount Heights, Maryland
Expert planning testimony in application SE-4750, requesting approval of a Special Exception for a church on a tract of land of less than one acre in the R-55 Zone.
- E&R Services, Inc.
Lanham, Maryland
Expert planning testimony in application ROSP-4464/02, requesting approval of an expansion to an existing Special Exception for a contractor's office with outdoor storage in the C-A Zone.

- Word Power Baptist Tabernacle
 Capitol Heights, Maryland
 Expert planning testimony in application SE-4694, requesting approval of a Special Exception for a church on a lot less than one acre in size in the R-18 Zone.
- Hotel at the Cafritz Property at Riverdale Park
 Riverdale Park, Maryland
 Expert planning testimony in application SE-4775, requesting approval of a Special Exception for a hotel in the M-U-TC Zone.
- SMO Gas Station & Car Wash
 Glenn Dale, Maryland
 Expert planning testimony in application SE-4757, requesting approval of a Special Exception for a gas station and a convenience store in the I-1 Zone.
- SMO Gas Station & Car Wash
 Beltsville, Maryland
 Expert planning testimony in application SE-4756, requesting approval of a Special Exception for a gas station in the C-S-C Zone.
- Liberty Motors
 Accokeek, Maryland
 Expert planning testimony in application ROSP-4575/02, requesting modification of two conditions of a Special Exception for a gas station in the C-S-C Zone.
- Rock Hill Sand & Gravel/Anthony George Project
 Brandywine, Maryland
 Expert planning testimony in application SE-4646, requesting approval of a Special Exception for a surface mining operation in the C-S-C Zone.
- SMO Gas Station & Car Wash
 Laurel, Maryland
 Expert planning testimony in application SE-4730, requesting approval of a Special Exception for a gas station and a car wash in the C-S-C Zone.
- Model Prayer Ministries
 Bladensburg, Maryland
 Expert planning testimony in application SE-4723, requesting approval of a Special Exception for a church on a tract of less than one acre in size in the R-55 Zone, including grant of variance.
- Dash-In Food Stores
 Clinton, Maryland
 Expert planning testimony in application SE-4654, requesting approval of a Special Exception for a gas station in the C-S-C Zone, including grant of variance.
- Cabin Branch
 Clarksville, Maryland
 Expert planning testimony for the opposition in Development Plan Amendment SPA 13-02, requesting approval of an outlet mall in the MXPD Zone.

- In Loving Hands
 Friendly, Maryland
 Expert planning testimony in application SE-4704, requesting approval of a Special Exception for a congregate living facility in the R-R Zone.
- A-1 Vehicle Salvage Yard
 Bladensburg, Maryland
 Expert planning testimony in application SE-4698, requesting approval of a Special Exception for a vehicle salvage yard in the I-1 Zone.
- Kreative Kids Child Care
 Beltsville, Maryland
 Expert planning testimony in application SE-4388/01, requesting revision to a prior approval of a Special Exception for a day care center in the R-R Zone to increase occupancy.
- Little Workers of the Sacred Heart Nursery
 Riverdale Park, Maryland
 Expert planning testimony in application SE-3473/01, requesting revision to a prior approval of a Special Exception for a day care center in the R-55 Zone to increase occupancy, including grant of variance.
- Six Flags Amusement Park
 Mitchellville, Maryland
 Expert planning testimony in application SE-2635 & SE-3400, requesting approval of modified conditions to allow for extended hours of operation on limited occasions for certain events, additional firework displays, modified noise limitations, and removing a stipulated height limit to allow for approval of new rides by Detailed Site Plan review and approval.
- American Legion Beltway Post #172
 Glenn Dale, Maryland
 Expert planning testimony in application SE-4725, requesting approval of a Special Exception for alterations to an existing private club in the R-80 Zone.
- CarMax
 Brandywine, Maryland
 Expert planning testimony in application SE-4697, requesting approval of a Special Exception for a used car sales lot in the C-S-C Zone, including testimony to justify construction in a planned transit right-of-way.
- McDonald's
 Adelphi, Maryland
 Expert planning testimony in application SE-4686, requesting approval of a Special Exception for alteration of a nonconforming fast food restaurant in the C-S-C Zone.
- Tires R Us
 Riverdale Park, Maryland
 Expert planning testimony in application SE-4675, requesting approval of a Special Exception for a tire store with installation facilities in the C-S-C Zone.

- The Tire Depot
 District Heights, Maryland
 Expert planning testimony in application SE-4673, requesting approval of a Special Exception for a tire store with installation facilities in the C-S-C Zone.
- 7-11 Store
 Lanham, Maryland
 Expert planning testimony in application SE-4670, requesting approval of a Special Exception for a food or beverage store in the C-M Zone.
- Beall Funeral Home
 Bowie, Maryland
 Expert planning testimony in application SE-4662, requesting approval of a Special Exception to add a crematorium to an existing funeral home in the R-E Zone.
- Fort Foote Barber & Beauty Shop
 Fort Washington, Maryland
 Expert planning testimony in application SE-4658, requesting approval of a Special Exception for a barber and beauty shop in the R-R Zone.
- Little People's Place Day Care Center
 Upper Marlboro, Maryland
 Expert planning testimony in application SE-4639, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Young World Family Day Care Center
 Cheltenham, Maryland
 Expert planning testimony in application SE-4635, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Star Wash Car Wash
 Laurel, Maryland
 Expert planning testimony in application SE-4630, requesting approval of a Special Exception for a car wash in the C-S-C Zone.
- Jock's Liquors
 Capitol Heights, Maryland
 Expert planning testimony in application SE-4626, requesting approval of a Special Exception for the reconstruction of an existing nonconforming liquor store in the C-O Zone.
- Little People U Day Care Center
 Capitol Heights, Maryland
 Expert planning testimony in application SE-4624, requesting approval of a Special Exception for a day care center in the R-55 Zone.
- Cherry Hill Park
 College Park, Maryland
 Expert planning testimony in application SE-4619, requesting approval of a Special Exception for the expansion of an existing recreational campground in the R-R Zone.

- Safeway Fuel Station
Brandywine, Maryland
Expert planning testimony in application SE-4612, requesting approval of a Special Exception for a gas station in the C-S-C Zone.
- Behr Apartments
College Park, Maryland
Expert planning testimony in application SE-4611, requesting approval of a Special Exception for an apartment building in the R-55 Zone.
- Barnabas Road Concrete Recycling Facility
Temple Hills, Maryland
Expert planning testimony in application SE-4605, requesting approval of a Special Exception for a concrete recycling facility in the I-1 Zone.
- Rose Child Development Center
Temple Hills, Maryland
Expert planning testimony in application SE-4601, requesting approval of a Special Exception for the expansion of an existing day care center in the R-80 Zone.
- Shell Oil Station
Laurel, Maryland
Expert planning testimony in application SE-4597, requesting approval of a Special Exception for a gas station in the C-S-C Zone, including revisions to a prior Special Exception under RO SP-1673/06.
- Catherine's Christian Learning Center
Brandywine, Maryland
Expert planning testimony in application SE-4592, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Panda Restaurant
Capitol Heights, Maryland
Expert planning testimony in application SE-4574, requesting approval of a Special Exception for a fast food restaurant in the I-1 Zone.
- Manor Care of Largo
Upper Marlboro, Maryland
Expert planning testimony in application SE-4573, requesting approval of a Special Exception for the expansion of an existing nursing home in the R-R Zone.
- Bowie Assisted Living
Bowie, Maryland
Expert planning testimony in application SE-4569, requesting approval of a Special Exception to expand an existing congregate living facility in the R-R Zone.
- 7604 South Osborne Road
Upper Marlboro, Maryland
Expert planning testimony in application SE-4567, requesting approval of a Special Exception for a day care center in the R-A Zone.

- Superior Car Wash
 Bowie, Maryland
 Expert planning testimony in application SE-4565, requesting approval of a Special Exception for a car wash in the C-S-C Zone.
- Kinder Explorers Day Care Center
 Lanham, Maryland
 Expert planning testimony in application SE-4566, requesting approval of a Special Exception for a day care center in the R-R Zone, and subsequently in SE-4681 requesting approval for its expansion.
- Rita's Water Ice
 Clinton, Maryland
 Expert planning testimony in application SE-4535, requesting approval of a Special Exception for a fast-food restaurant in the C-S-C Zone.
- Chen's Apartments
 College Park, Maryland
 Expert planning testimony in application SE-4533, requesting approval of a Special Exception to alter a nonconforming apartment building in the R-55 Zone.
- Future Scholars Learning & Art Center
 Upper Marlboro, Maryland
 Expert planning testimony in application SE-4516, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Renee's Day Care Center
 Upper Marlboro, Maryland
 Expert planning testimony in application SE-4507, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Generations Early Learning Center
 Fort Washington, Maryland
 Expert planning testimony in application SE-4515, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Latchkey Day Care Center
 Oxon Hill, Maryland
 Expert planning testimony in application SE-4496, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Marvil Property
 Adelphi, Maryland
 Expert planning testimony in application SE-4494, requesting approval of a Special Exception for a nursery and garden center with an accessory arborist's operation in the R-R Zone.
- Jericho Senior Living
 Landover, Maryland
 Expert planning testimony in application SE-4483, requesting approval of a Special Exception for the adaptive use of a historic site as apartment dwellings for the elderly in the C-O Zone.

- WaWa
Beltsville, Maryland
Expert planning testimony in application SE-4477, requesting approval of a Special Exception for a convenience commercial store in the C-M Zone.
- Fun-Damentals Early Learning Center
Friendly, Maryland
Expert planning testimony in application SE-4476, requesting approval of a Special Exception for a day care center in the R-R Zone.
- Good News Day Care Center
Temple Hills, Maryland
Expert planning testimony in application SE-4473, requesting approval of a Special Exception for a day care center in the R-80 Zone.
- Wishy Washy Car Wash
Accokeek, Maryland
Expert planning testimony in application SE-4472, requesting approval of a Special Exception for a car wash in the C-S-C Zone.
- John Vitale & Sons
Lanham, Maryland
Expert planning testimony in application SE-4464, requesting approval of a Special Exception for a contractor's office in the C-A Zone.
- St. Paul Senior Living
Capitol Heights, Maryland
Expert planning testimony in application SE-4463, requesting approval of a Special Exception for apartment dwellings for the elderly in the R-R Zone.
- Safeway Gas Station
Fort Washington, Maryland
Expert planning testimony in application SE-4448, requesting approval of a Special Exception for a gas station in the C-S-C Zone.
- BP Amoco Gas Station
Temple Hills, Maryland
Expert planning testimony in application SE-4445, requesting approval of a Special Exception for a convenience commercial store in the C-M Zone.
- WaWa
Camp Springs, Maryland
Expert planning testimony in application SE-4436, requesting approval of a Special Exception for a gas station in the C-S-C Zone.
- Quarles Petroleum
Capitol Heights, Maryland
Expert planning testimony in application SE-4410, requesting approval of a Special Exception for a gas station in the I-1 Zone.

- Brown Station Early Learning Center
Upper Marlboro, Maryland
Expert planning testimony in application SE-4393, requesting approval of a Special Exception for a day care center in the R-R Zone.

As principal of his own architecture and planning firm, Mr. Ferguson was involved with the following diverse residential, commercial and institutional architectural and planning projects:

- Franklin's General Store and Delicatessen
Hyattsville, Maryland
Consulting services for the preparation of construction documents and construction contract administration for a 11,000-square foot addition to a historic commercial structure on U.S. Route One. Also, land planning services involving necessary waivers of parking and loading requirements, variances from setbacks and landscaping requirements, and permission to build in planned right-of-way of U.S. Rte One.
- King Farm Village Center
Rockville, Maryland
Inspection services for five mixed-use buildings in the village center of the 500-acre New Urbanist development in Rockville, Maryland
- Trinity Church
Upper Marlboro, Maryland
Full architectural services for the construction of a portico to the fellowship hall on the site of a National Register-listed historic site
- Publick Playhouse
Bladensburg, Maryland
Land planning services for the redevelopment and expansion of an existing community theater building.
- Transnational Law and Business University
Brandywine, Maryland
Master planning of a university campus on a 342-acre site
- Balmoral
Upper Marlboro, Maryland
Planning of a comprehensively-designed 357 lot residential subdivision immediately to the south of and connected with the 2,400-unit Beech Tree development
- Fred Lynn Middle School
Woodbridge, Virginia
Consulting services for the preparation of construction documents for a 131,000-square foot renovation
- Graham Park Middle School
Dumfries, Virginia
Consulting services for the preparation of construction documents for a 99,000-square foot renovation and four-classroom addition.

- Elizabeth Graham Elementary School
Woodbridge, Virginia
Consulting services for the preparation of construction documents for a classroom addition.
- Dale City Elementary School
Dale City, Virginia
Consulting services for the preparation of construction documents for a classroom addition.
- Occoquan Elementary School
Woodbridge, Virginia
Consulting services for the preparation of construction documents for a four-classroom addition that tied together three of the four buildings at the oldest school in Prince William County.
- 4912 St. Barnabas Road
Temple Hills, Maryland
Consulting services on the design preparation of construction documents and permits processing for a 1,500-square foot tenant fit-out for an attorney's office.
- 6100 Executive Boulevard
Bethesda, Maryland
Full architectural services from space planning through construction documents preparation for a 1,500-square foot tenant fit-out for a technology consulting firm.
- Parking Lot Rehabilitation, Bureau of Prisons
Washington, D.C.
Consulting services on construction documents preparation for rehabilitation of the parking and service area in the central courtyard of the old Federal Home Loan Bank Board building at 320 First Street, N.W.
- Covenant Creek Subdivision
Owings, Maryland
Land planning services for the subdivision of 161 acres crossing the Calvert/Anne Arundel County border into 47 clustered lots, involving the use of Transferable Development Rights and development of public road access across a wetland area into a landlocked tract.
- Welch Property
Accokeek, Maryland
Land planning services for the development of a 326-unit planned retirement community on a 41-acre tract.
- Phase II, Boyd & Margaret Shields King Memorial Park
Prince Frederick, Maryland
Land planning and engineering services for the design and construction of the second phase of development of a 7.5-acre park adjacent to the Courthouse in the heart of the Prince Frederick Town Center
- White Sands Community Center
Lusby, Maryland
Feasibility analysis for conversion of existing stable facility into a community building.

- Good Hope Hills Condemnation
Temple Hills, Maryland
Land planning services during condemnation proceedings against a one-acre commercial property.
- Additions and alterations to a private residence
Washington Grove, Maryland
Consulting services on the structural design, preparation of construction documents and construction observation for the construction of an award-winning 750-square foot, \$150,000 addition and renovation to a historic structure in a National Register district.
- Additions and alterations to a private residence
Chevy Chase, Maryland
Consulting services from schematic design through the construction phases of an award-winning 1,700-square foot, \$1.4 million dollar addition and renovation, which involved the relocation of a public sewer main from beneath the existing building.
- Additions and alterations to a private residence
Hyattsville, Maryland
Full architectural services for the construction of a large kitchen and bathroom addition to a Prince George's County listed historic site
- Additions and alterations to a private residence
Silver Spring, Maryland
Consulting schematic design services for a 2,000-square foot addition and renovation.
- Private residence
Avenue, Maryland
Architectural and planning services for the construction of a private residence on a 24-acre site on St. Clement's Bay
- Private residence
Avenue, Maryland
Full architectural services for the design of a private residence on a one-acre site on St. Clement's Bay
- Additions and alterations to a private residence
University Park, Maryland
Full architectural services for the construction of a 350-square foot addition.

At RDA his activities are concentrated in the following fields:

- Land use studies, feasibility analyses and detailed project planning for hundreds of various residential, commercial and industrial developments in Prince George's, Calvert, Montgomery, Charles, St Mary's and Anne Arundel Counties. This work requires intimate knowledge of the relevant master and/or comprehensive plans and zoning ordinances and other land development regulations in many jurisdictions.

- Hydrologic and hydraulic analyses of urban watersheds in connection with the development of drainage and stormwater management systems for various residential subdivisions and commercial and industrial projects. Tools used in these analyses included the TR-20, HEC-1 and HEC-2 hydraulic analysis programs, USDA/SCS hydrologic analysis methods, as well as the Maryland State Highway Administration's and other rational hydrologic analysis methods.
- Hydraulic and structural design of storm drainage and stormwater management systems, including wet ponds, dry detention and retention basins, underground detention systems, vegetative and structural infiltration systems, oil/grit separators, and conventional open and enclosed drainage systems. Analysis of theoretical breach events in earthen embankment structures to determine possible effects of downstream flooding caused by dam failures.

Mr. Ferguson served from 1991 to 1996 as the Town Engineer for the Town of Edmonston, Maryland. In this capacity, Mr. Ferguson advised the Town Council on the effects of legislation, assisted in the preparation of ordinances, assisted in the planning process during the development of the Master Plans for Planning Areas 68 and 69, and advised the Town on the selection of project proposals for funding under the Community Development Block Grant program.

During his tenure at AIP Architects, Mr. Ferguson was responsible for the entire scope of the project development process for numerous architectural projects, including:

- Project feasibility and financial analysis
- Project planning and schematic design
- Management and development of construction documentation
- Specifications writing
- Construction contract documents preparation and administration of bidding
- Coordination with regulatory authorities and permit processing
- Construction contract administration and project observation

Some of the projects Mr. Ferguson had intensive involvement with at AIP Architects include:

Office/Commercial Building (54,000 sf)
1815 University Boulevard, Adelphi, Maryland

Comfort Inn (202 rooms)
Ocean Highway, Ocean City, Maryland

Commercial Building (22,000 sf)
7931 Georgia Avenue, Silver Spring, Maryland

Office Commercial Building (58,000 sf)
4915 St. Elmo Avenue, Bethesda, Maryland

Office/Condominium Park (14,000 sf)
Old Largo Road, Largo, Maryland

Office Building (18,000 sf)
801 Wayne Avenue, Silver Spring, Maryland

Other Professional Activities:

Chairman, Hyattsville Community Development Corporation, 2001-2007

Treasurer, Hyattsville Community Development Corporation, 2010-present

This local development corporation was created to undertake the revitalization of commercial areas in the city of Hyattsville, to encourage the arts, and act together with the Gateway CDC in the establishment of the Gateway Arts District. Among many other works, the Hyattsville CDC has sponsored the installation of multiple works of public art, administered the creation of two generations of Hyattsville's Community Sustainability Plans, secured and disseminated market studies for development in the Route One corridor, and managed the renovation of the former Arcade Theater into the City of Hyattsville's Municipal Annex.

Vice Chairman, City of Hyattsville Planning Committee, 2000-2005

This committee advises the Mayor, City Council and City Administrator on both external planning issues which impact the City, as well as redevelopment and revitalization issues within the City.

Member, City of Hyattsville Planning Committee, 1992-2005

Member, Neighborhood Design Center Project Review Committee, 1995-1998

This committee reviews and provides guidance for the work of less-experienced design professionals on their *pro bono* projects for the Neighborhood Design Center.

Member, Prince George's County Zoning Ordinance Review Task Force, 1994-1995

This task force, chaired by former Prince George's County Council chairman William B. Amonett, was formed by order of the Prince George's County Council, and met over a period of four months to review the County's entire Zoning Ordinance and the make recommendations on streamlining the 1200-page ordinance.

Member, Prince George's County Task Force to study the creation of U-L-I and M-U-TC zones, 1993-1994

This task force, chaired by Prince George's County Council member Stephen J. Del Giudice, was formed by order of the Prince George's County Council, and met over a period of three months to revise the legislation which was proposed to create the innovative U-L-I (Urban Light Industrial) and M-U-TC (Mixed-Use Town Center) zoning district regulations, which were proposed by the American Planning Association-award winning *Adopted Master Plan for Planning Area 68 (Avondale, Brentwood, Colmar Manor, Cottage City, Edmonston, Hyattsville, Mount Rainier, North Brentwood, Riverdale, University Hills)* as a means to encourage redevelopment and revitalization of existing urbanized areas of Prince George's County. The work of this task force led directly to the passage of the legislation.



Stan
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To: All Parties of Record
Zoning Hearing Examiner
Planning Board
District Council

Fr: Stan Brown, People's Zoning Counsel

Date: 11/1/2022

Re: Case No. A-9802-C + A-9803-C
BHC Inc. Mid Atlantic Builders
Case Name: Kenwood Village

NOTICE OF INTENTION TO PARTICIPATE

Pursuant to Prince George's County Zoning Ordinance § 27-139.01(c) (Powers & Duties), this memo is formal notification that the People's Zoning Counsel intends to participate in the above-noted proceeding.

Stan Brown, Esq.
People's Zoning Counsel