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Detailed Site Plan Enclave at Westphalia

DSP-24004

REQUEST	STAFF RECOMMENDATION
A residential development consisting of 356 single-family attached dwelling units.	With the conditions recommended herein: <ul style="list-style-type: none">• APPROVAL of Detailed Site Plan DSP-24004• APPROVAL of Type 2 Tree Conservation Plan TCP2-032-2021-02

Location: Approximately 3,900 feet north of the intersection of MD 4 (Pennsylvania Avenue) and Woodyard Road.

Gross Acreage: 68.79

Zone: RMF-20/MIO

Prior Zone: M-X-T/M-I-O

Reviewed per prior Zoning Ordinance Section 27-1900

Dwelling Units: 356

Gross Floor Area: N/A

Planning Area: 78

Council District: 06

Municipality: N/A

Applicant/Address:
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6404 Ivy Lane, Suite 600
Greenbelt, MD 20770

Staff Reviewer: David E. Myerholtz
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Planning Board Date: 11/21/2024

Planning Board Action Limit: 11/22/2024

Staff Report Date: 11/07/2024

Date Accepted: 09/13/2024

Informational Mailing: 03/26/2024

Acceptance Mailing: 09/12/2024

Sign Posting Deadline: 10/22/2024

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.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-24004
Type 2 Tree Conservation Plan TCP2-032-2021-02
Enclave at Westphalia

The Urban Design staff have completed their review of the subject application and referrals. The following evaluation and findings lead to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The property is within the Residential, Multifamily-20 (RMF-20) Zone, and Military Installation Overlay (MIO) Zone for height. Prior to April 1, 2022, the site was within the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones under the prior Prince George's County Zoning Ordinance. Pursuant to Section 27-1704(b) of the current Zoning Ordinance, projects that received development approvals under the prior Zoning Ordinance or prior Prince George's County Subdivision Regulations may have subsequent applications reviewed under the prior Zoning Ordinance, so long as the development approvals received remain valid. The subject property received prior development approvals for a conceptual site plan and preliminary plan of subdivision, which remain valid, as discussed in Finding 5 below. Therefore, this application is being reviewed under the requirements of the prior Zoning Ordinance, and the property's prior M-X-T and M-I-O zoning. Staff considered the following in reviewing this detailed site plan:

- a. The requirements of the prior Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones, and site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-19004;
- c. The requirements of Preliminary Plan of Subdivision 4-19012;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

- g. Referral comments; and
- h. Community feedback.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommend the following findings:

1. **Request:** This detailed site plan (DSP) is for a residential development consisting of 356 single-family attached (townhouse) dwelling units in the Mixed Use-Transportation Oriented (M-X-T) Zone.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	RMF-20/MIO	M-X-T/M-I-O
Use	Vacant/Institutional	Single-Family Attached
Total Gross Acreage	68.79	68.79
Total Gross Floor Area (sq. ft.)	42,050 sq. ft. (to be razed)	760,530 sq. ft.
Total Residential Units	0	356

Floor Area Ratio (FAR) in the M-X-T Zone

Base FAR Permitted	0.40
Total FAR Permitted*	1.40 FAR*
Total FAR Proposed**	0.25

Notes: *With optional method of development, allowed per Section 27-548 of the prior Prince George's County Zoning Ordinance.

**Pursuant to Section 27-548(e) of the prior Zoning Ordinance, the proposed FAR shall be calculated based on the entire property (68.79 acres), as approved with the conceptual site plan (CSP).

Parking and Loading Tabulation

Use*	Proposed Parking Spaces
Total Townhouses – 356 Units	1,560
Residential Unit Spaces	
Garages (all units have two-car garages)	712
Driveways (all driveways are sized for parking spaces)	712
Visitor/On-Street Parking	136

Note: *Per Sections 27-574 and 27-583 of the prior Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant has included an analysis to be approved by the Prince George's County Planning Board. See Finding 7.e. for a discussion of the parking analysis.

3. **Location:** The subject site is located approximately 3,900 feet north of the intersection of MD 4 (Pennsylvania Avenue) and Woodyard Road, in Planning Area 78 and Council District 6. The property is further located northeast of the Town Center area of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). The site is also located within Conical Surface (Right Runway) Area E of the Military Installation Overlay (M-I-O) Zone, for height.
4. **Surrounding Uses:** The subject property is bounded to the north by ongoing single-family residential development as part of the Parkside subdivision, in the Legacy Comprehensive Design (LCD) Zone, as approved in Specific Design Plan SDP-1302; to the east by a powerline corridor and single-family attached development in the Agricultural-Residential (AR) and Rural Residential (RR) Zones; to the south by single-family detached residential development in the AR Zone and Melwood Road; and to the west by Melwood Road, existing single-family residential development in the AR Zone, and vacant land in the Transportation Activity Center - Edge (TAC-E) Zone, with ongoing development of residential units, as approved in DSP-19062.
5. **Previous Approvals:** The site is the subject of Special Exception SE-1103, approved by the Planning Board on November 20, 1964, for an orphanage (German Orphans Home), and SE-2496, approved by the Prince George's County District Council on April 13, 1971.

The subject site was rezoned from the Residential-Agricultural Zone to the M-X-T Zone under the prior Zoning Ordinance, pursuant to the adoption of the Westphalia Sector Plan and SMA.

On January 5, 2017, the Planning Board approved CSP-15003 (PGCPB Resolution No. 16-142) and Preliminary Plan of Subdivision (PPS) 4-16009 (PGCPB Resolution No. 16-143) for a group residential facility and medical facility. On April 27, 2017, the Planning Board approved DSP-16045 (PGCPB Resolution No. 17-61) for a group residential facility and medical facility, which were never developed.

On May 7, 2020, the Planning Board approved CSP-19004 (PGCPB Resolution No. 2020-62) for development of 475 single-family attached (townhouse) units.

On April 8, 2021, the Planning Board approved PPS 4-19012 (PGCPB Resolution No. 2021-41) for 356 lots and 41 parcels to support the development of 356 single-family attached dwelling units. A variance from Section 25-122(b)(1)(G) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) was granted as part of that approval, for the removal of seven specimen trees. The property received an automatic certificate of adequacy associated with PPS 4-19012, pursuant to Section 24-4503(a)(1) of the Prince George's County Subdivision Regulations, which became effective on April 1, 2022, and is valid for 12 years from that date, subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

On December 9, 2021, the Planning Board approved DSP-19017 (PGCPB Resolution No. 2021-147) for development of 356 single-family attached dwelling units, subject to 3 conditions. Per Section 27-287 of the prior Zoning Ordinance, an approved DSP shall remain valid for three years, if at the end of that time, physical development has not begun. The approved DSP is set to expire on January 6, 2025, with no physical development having occurred. The subject DSP strongly resembles the approved DSP on the site and will allow for a new validity period of three years.

6. **Design Features:** The existing 68.79-acre property is located on the east side of Melwood Road. Its central area includes an existing building, and a series of outbuildings associated with the site's former use as the German Orphan Home of Washington. The remainder of the site is predominantly forested.

This DSP proposes the development of a new townhouse community, in three pods, in the western, central, and eastern areas of the site. The western and central pods connect through a common roadway and sidewalks. The eastern pod is connected to the others by a shared-use path, but is otherwise separated from them by environmental features. Access to the development will be provided at two connection points to Bridle Vale Road, a master-planned primary road, to be constructed as part of the ongoing Parkside development (SDP-1302), to the north of the site. The western and central pods will share one access point to Bridle Vale Road, and the eastern pod will have its own single access point. The development includes an internal system of private roads and alleys, sidewalks, and recreational facilities. A total of 356 single-family attached dwelling units are proposed, with 50 in the western pod, 116 in the central pod, and 190 in the eastern pod.



Figure 1: Illustrative Site Plan

Architecture

Three 2-car garage townhouse unit types are proposed with this DSP, ranging in base finished square footage from 1,943 square feet to 2,203 square feet. The three-story, 20- and 22-foot-wide units will come in multiple façade variations and incorporate a variety of materials, including brick veneer. Gabled roofs, bay windows, dormers, awnings, and other architectural details are included in the façade designs and add appropriate visual interest to the building designs. All models are proposed with various options, including decks and loft spaces. All units will have some brick on the front façade, as shown on a submitted brick frontage exhibit, and the appropriate units are shown as either high-visibility end units, to include three levels finished in brick, or medium visibility, to include one level finished in brick.

Model	Width (feet)	Garage	Base Finished Area (sq. ft.)	Number of Units
Jenkins	20	2-car, rear-loaded	1,943	74
Delilah	22	2-car, rear-loaded	2,150	28
Louisa	22	2-car, front-loaded	2,203	254

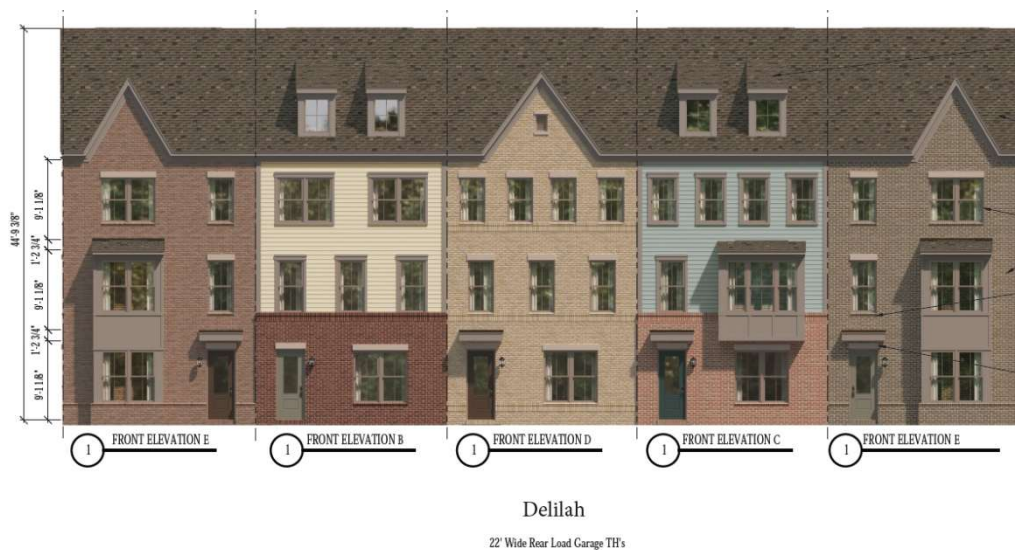




Figure 2: Proposed Townhouse Elevations

Lighting

The DSP provides private street and alley lighting throughout the development. The submitted photometric plan shows that there is adequate lighting for pedestrians and vehicles, with minimum spillover at property lines.

Recreational Facilities

PPS 4-19012 determined that on-site recreational facilities are appropriate for the project development to serve the future residents, in accordance with Section 24-134 of the prior Subdivision Regulations, and the standards in the Prince George's County *Parks and Recreation Facilities Guidelines*. The development will include the following recreational facilities spread throughout the community:

- Recreation Facility 1: A tot lot with multiple play features, a racetrack-themed path, benches, a dog waste bag station, trash receptacles, and bicycle racks. The tot lot is enclosed with a decorative fence.

- Recreation Facility 2: A seating area with benches, a wood-burning fire pit, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 3: A seating area with picnic tables, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 4: A seating area with picnic tables, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 5: An outdoor gathering and cooking area with a variety of seating, pergolas, a gazebo, a gas grill and fireplace feature, as well as a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 6: A tot lot with a play structure, a racetrack-themed path, benches, dog waste bag station, trash receptacles, and bicycle racks. The tot lot is enclosed with a decorative fence.
- Recreation Facility 7: An outdoor gathering and cooking area with benches, a pergola, a grill station, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 8: A seating area with benches, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 9: A fenced dog park area with separate areas for large and small dogs, each with double-gated access, various canine play features, benches, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 10: An 8-foot-wide paved trail, 2,313 feet in length connecting the central and eastern development pods.

An exhibit titled “Recreation Plan Permit Triggers” shows two potential construction schedules for the provision of each recreational facility. The timing for construction of the recreational facilities is dependent on the actual phasing of construction for the development, which is envisioned to begin in either the eastern or western areas of the site, depending on which section of Bridle Vale Road is completed first. Staff find the timing of each of the two potential construction schedules for recreational facility development, as tied to the overall phasing of the townhouse community, to be acceptable. A table noting the timing for recreational facility completion is noted on the coversheet of the DSP.

Signage

The DSP proposes a single monument sign and four corner markers at the entrance to the eastern development pod. The design and materials of the monument sign and corner markers are complimentary. The monument sign includes the name of the development, and the corner markers include small hanging logo signs. No site identity signage is provided at the second entrance to the development. Staff find the signage provided to be acceptable and consistent with Section 27-548(c) of the prior Zoning Ordinance, regarding improvements in the M-X-T Zone.

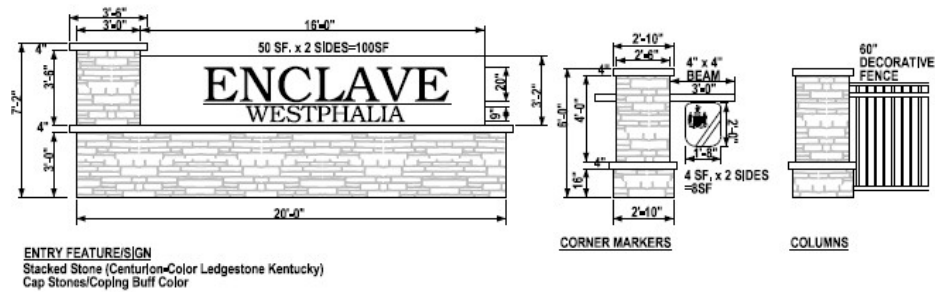


Figure 3: Signage Examples

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T and M-I-O Zones and the site design guidelines of the prior Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs uses in all mixed-use zones.
 - (1) The proposed single-family attached dwellings, as shown on the DSP, are permitted in the M-X-T Zone.
 - (2) Section 27-547(d) of the prior Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**

In its approval of CSP-19004, the Planning Board determined a single residential use is permissive on the subject property, pursuant to Section 27-547(e) of the prior Zoning Ordinance. The single-family attached

development proposed by this DSP is consistent with the single use approved by the CSP.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for development in this zone. The DSP's conformance with the applicable provisions is discussed as follows:

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR

(2) With the use of the optional method of development—8.0 FAR

Since the overall development proposes more than 20 residential dwelling units, the site qualifies for the optional method of development bonus incentives in Section 27-545(b) of the prior Zoning Ordinance, which permits the applicant to increase the proposed FAR to a maximum of 1.40. This DSP provides a FAR of 0.25, which is acceptable.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

This standard is not applicable, as only a single use is proposed, pursuant to Section 27-547(e) and CSP-19004.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

This DSP shows the dimensions for the location, coverage, and height of relevant improvements proposed.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

Landscaping, screening, and buffering is provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as discussed in Finding 10.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios

shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

The proposed 356 townhouses will have an approximate gross floor area of 760,530 square feet, yielding a FAR of 0.25.

- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

This requirement is not applicable to the subject DSP, as there are no private structures proposed above or below public rights-of-way.

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

The 356 townhouses will have frontage on and direct vehicular access to private streets, with connections to Bridle Vale Road, a future public street, as approved by PPS 4-19012.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of**

this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The proposed townhouse development will have no group of buildings greater than 8, and the minimum lot size is 1,600 square feet. The smallest unit type will be a minimum of 20 feet wide and 1,943 square feet in living area. Sidewalks will be located on both sides of all streets. An illustrative exhibit included with the DSP shows locations where 60, 80, and 100 percent of the full front façades will be constructed of brick or similar material. A tracking table is included on the DSP, to identify specific lots where this minimum treatment is provided, and where it is to be exceeded for highly visible units.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

This requirement is not applicable, as multifamily buildings are not proposed.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The subject property was placed in the M-X-T Zone through the Westphalia Sector Plan and SMA, for which a land use planning study was conducted. This plan includes a general recommended development pattern for Westphalia, of which the general design principles of Policy 5–Residential Areas (pages 30–32) apply to this DSP, as follows:

Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design.

As is stated in Finding 6, the proposed development is a medium-density, single-family attached, residential neighborhood of 356 units. The proposed density is less than the approved CSP for the subject property.

Design residential developments that connect and appropriately transition to pre-existing communities and neighboring commercial areas.

Street and pedestrian connections are provided throughout the development, and to future abutting neighborhoods.

Design an efficient, safe, and interconnected street system.

The proposed circulation plan provides a safe and efficient street system for vehicular and pedestrian traffic through the use of trails, sidewalks, and crosswalks.

Create a system of open space and parks and preserve sensitive environmental features.

The neighborhood is to be developed in three pods and designed to preserve sensitive environmental features.

Provide a variety of single family attached residential lot sizes in and near the Westphalia Town Center.

Three home model types are provided with a variety of sizes, options, and architectural treatments. As such, the development is generally consistent with the design principles for residential areas in Westphalia.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this division;

The purposes of the M-X-T Zone are set forth in Section 27-542 of the prior Zoning Ordinance, and the proposed development will contribute to the orderly implementation of the Westphalia Sector Plan.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

As is discussed in Finding 7.b. above, regarding the DSP's conformance with Section 27-548(j) of the prior Zoning Ordinance, the subject property was placed in the M-X-T Zone through the Westphalia Sector Plan and SMA. The proposed development is in conformance with the recommended development pattern for Westphalia, and with the applicable design principles of Policy 5-Residential Areas (pages 30-32).

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development is largely screened from adjacent developments by woodlands and environmental features to be retained around its periphery. This new residential neighborhood will be physically integrated into the larger Westphalia development and surrounding developments through its connection with Bridle Vale Road.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

The development is compatible with existing development and proposed development in the vicinity. Appropriate buffering through retained woodlands and landscaping is provided on the site's eastern, western, and southern boundaries. The Parkside community, under development to the north of the subject site, includes similar residential (townhouse) uses and is compatible with this subject project.

- (5) The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The architecture, landscape, recreational amenities, preserved natural areas, and signage for this townhouse community reflect a cohesive development of continued quality and stability.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The development is to be constructed in a single phase, with the timing of construction dependent on the completion of Bridle Vale Road. The DSP anticipates development to begin on either the eastern- or western-most pods first, dependent upon which side of the property has road access made available first.

- (7) The pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development;**

Five-foot-wide sidewalks are shown along all streets, and wider recreational paths, including a paved path connecting the central and western development pods, are provided throughout the neighborhood.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

High-quality urban design and amenities are provided at an appropriate human scale. Recreation and gathering spaces, such as the proposed playgrounds, dog park, and sitting areas incorporate quality landscaping materials and furnishings. Staff find that the pedestrian activity areas pay adequate attention to human-scale and high-quality urban design.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.**

This finding was made at the time of CSP-19004 approval.

- (10) On a Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The Planning Board's approval of PPS 4-19012 (PGCPB Resolution No. 2021-41), on April 8, 2021, included findings of adequacy relative to public facilities, of which this DSP is in conformance.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

This site contains approximately 68.79 gross acres, and therefore, is not subject to this requirement. A mixed-use planned community is not proposed.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the prior Zoning Ordinance, and as cross-referenced in Section 27-283 of the prior Zoning Ordinance. Provided minor revisions are completed to the DSP, as recommended, the proposed plan meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation, adequate lighting, and landscaping. Specifically, analyses of the site design guidelines as they relate to circulation, parking, architecture,

landscaping, and other amenities within the M-X-T Zone have been stated in Finding 7 of this technical staff report.

- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance.

This DSP includes parking for individual townhouse units, and on-street parking for visitors and at recreation facilities. The number of parking spaces required was calculated in accordance with Section 27-574(b). The first step in determining the number of required parking spaces is to calculate the peak parking demand. Section 27-574(b)(1) of the prior Zoning Ordinance provides the following:

- (1) Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one hour and are known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).**

The applicant has provided a parking tabulation indicating the 356 dwellings require 2.04 parking spaces per unit, or a total of 727 spaces, consistent with Section 27-568 of the prior Zoning Ordinance. The applicant's submission shows a total of 1,560 spaces. Specifically, 136 parking spaces are shown on-street, 712 parking spaces in garages, and 712 parking spaces in driveways. While the amount of parking is well above what is required, the excess parking spaces are located within garages or driveways where site circulation will not be negatively impacted. Based on Section 27-568(a) of the prior Zoning Ordinance, staff find on-site parking to be sufficient for the subject application.

- f. In accordance with Section 27-548.54(e)(2)(D) of the prior Zoning Ordinance, which provides requirements for height of structures within the M-I-O Zone, the height of all structures proposed by this DSP shall not exceed a height limitation of 247 feet. The DSP notes that the maximum height of the proposed townhomes will be 50 feet.
8. **Conceptual Site Plan CSP-19004:** The Planning Board approved CSP-19004 on May 7, 2020 (PGCPB Resolution No. 2020-62), for development of 475 single-family attached (townhouse) units, with 3 conditions. The applicable conditions were previously addressed and are not applicable to the review of this DSP.

9. **Preliminary Plan of Subdivision 4-19012:** The Planning Board approved PPS 4-19012 on April 8, 2021 (PGCPB Resolution No. 2021-41), for 356 lots and 41 parcels to support development of 356 single-family attached dwelling units. The approval is subject to 23 conditions, of which the following are applicable to the review of this DSP:

3. **Development of the site shall be in conformance with the pending Stormwater Management Concept Plan (59055-2019-01) and any subsequent revisions.**

The site design provided with the DSP is consistent with the approved Stormwater Management (SWM) Concept Plan, 59055-2019-00. The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has issued an updated SWM concept approval letter for SWM Concept Plan 59055-2019-00, which is valid until August 16, 2027.

5. **Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities:**
- a. **Standard five-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.**
 - b. **Continental style crosswalks crossing both points of vehicle entry along Bridle Vale Road (P-615), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
 - c. **Perpendicular or parallel Americans with Disabilities Act curb ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.**
 - d. **Outdoor bicycle parking at all community recreational areas.**
 - e. **A minimum eight-foot-wide shared-use path connecting the sidewalk to Road "A" and surrounding the Proposed Pond No. 4.**
 - f. **A minimum eight-foot-wide shared-use path connecting the sidewalk along Road "B" with the sidewalk along Road "G".**

Five-foot-wide sidewalks, crosswalks, curb ramps, bicycle parking, and an 8-foot-wide shared-use path are provided, as required. The 8-foot-wide shared-use path required with Condition 5.e. has been increased to 10 feet wide, per staff recommendation. Staff find these facilities to be appropriately sited.

7. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private on-site recreational facilities.**

8. **The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, at the time of detailed site plan.**

The DSP provides a series of recreational facilities, as detailed in Finding 6. Staff has found the value of facilities provided exceeds the minimum dollar value of facilities required, as determined at the time of PPS. Recreational facilities are properly sited and determined to be adequate to serve the proposed development.

13. **Total development within the subject property shall be limited to uses which generate no more than 249 AM peak-hour trips and 285 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The DSP proposes 356 dwelling units, which is consistent with the total unit quantity contemplated in the approved PPS, and consequently, the trip cap will not be exceeded.

20. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-006-2016-03).**

The proposed development is in conformance with the approved Type 1 tree conservation plan. Furthermore, a Type 2 Tree Conservation Plan, TCP2-032-2021-02, is included with the subject DSP, which staff recommend be approved, with conditions.

10. **2010 Prince George's County Landscape Manual:** This site is subject to Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual. The landscape plans included with the DSP are in conformance with the applicable requirements.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the grandfathering provisions of the 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 WCO. TCP2-023-2021-01 was submitted with the current application.

Based on the submitted TCP2, the overall site contains a total of 50.35 acres of net tract woodlands and 2.35 acres of wooded floodplain. The plan proposes to clear 31.35 acres of net tract woodlands, and zero acre of wooded floodplain. The resulting woodland conservation requirement is 17.80 acres, which is proposed to be met with 19.00 acres of woodland preservation. A woodland and wildlife habitat conservation easement was recorded for this application (Liber 47387 folio 596). The revisions proposed with DSP-19017-01 directly impact this recorded easement. The easement shall be vacated and

restated prior to signature approval of the TCP2. Technical revisions are required for the TCP2, which are conditioned herein.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.”

A variance approving the removal of seven specimen trees was included in the Planning Board’s approval of PPS 4-19012. No additional specimen trees are proposed to be removed with this application.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned RMF-20 are required to provide a minimum of 20 percent of the net tract area to be covered by tree canopy. The subject site has 66.44 net tract acres in size and 13.29 acres of tree canopy must be provided. The site plan proposes approximately 19 acres of TCC on the site, exceeding the requirement. According to the TCC worksheet provided with the landscape plan, all TCC credit is associated with preserved areas of woodlands. No credit is taken for any landscape plantings.
13. **Referral Comments:** The subject application was referred to the following agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic**—In a memorandum dated October 14, 2024 (Stabler to Myerholtz), incorporated herein by reference, the Historic Preservation staff provided an overview of previously completed archeological investigations and concluded no additional investigations are needed on the site. All artifacts recovered from the site were conveyed to the Maryland Archeological Conservation Laboratory, in September 2024.
 - b. **Community Planning**—In a memorandum dated October 9, 2024 (Calomese to Myerholtz), incorporated herein by reference, the Community Planning Division analyzed the goals, policies, and strategies of the 2007 *Approved Westphalia Sector Plan* (sector plan) and indicated that the proposed project has no sector plan conformance issues, nor conformance issues with the applicable requirements of the M-I-O Zone, for height, associated with the Conical Surface of the Right Runway of Joint Base Andrews. Community Planning staff noted that the proposal is subject to the sector plan, which recommends Low-Density Residential and Public/Private Open Space land uses on the subject property. The sector plan is silent on the definition of Low-Density Residential and Public/Private Open Space. However, the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) defines Residential Low (Low-Density Residential) as residential areas, primarily single-family detached dwellings, between greater than 0.5 and less than or equal to 3.5 dwelling units per acre. The application proposes approximately 5.175 dwelling units per acre. While the density proposed by this application does not conform

with low-density as defined by Plan 2035, the proposed development meets the spirit and intent of the sector plan and Plan 2035. Further, in approving CSP-19004, the Planning Board found the proposed density to be in conformance with the design guidelines intended to implement the concepts recommended by the Westphalia Sector Plan and SMA.

- c. **Transportation Planning**—In a memorandum dated October 22, 2024 (Ryan to Myerholtz), incorporated herein by reference, the Transportation Planning Section provided analysis of the previous conditions of approval. The proposed development will provide a 70-foot-wide area for roadway dedication, in the far western portion of the site associated with alignment of master-planned right-of-way C-636. Access to the development will be from a future master-planned road, P-615, also known as Bridle Vale Road, which is to be constructed with the Parkside development to the north, per PPS 4-16001. Since Bridle Vale Road is not yet constructed, permitting and development on the subject site will be directly linked to the completion of Bridle Vale Road, to provide access. In general, the DSP is acceptable from the standpoint of vehicular transportation.

Sidewalks, crosswalks, wider shared-use paths, shared-lane markings, bicycle signage along planned P-615, and strategically placed bicycle racks contribute to the master plan recommendations and PPS conditions. The applicant's submission includes 10-foot-wide shared-use paths surrounding the SWM ponds. Additional 8-foot-wide shared-use paths are provided as a pedestrian path between the two pods of development, as well as the previously mentioned shared-use path which leads to the planned Melwood Legacy Trail. These features will allow for greater and safer pedestrian movement throughout the site. Staff find the pedestrian and bicycle transportation site access and circulation of this plan is acceptable from the standpoint of bicycle and pedestrian transportation.

- d. **Environmental Planning**—In a memorandum dated October 23, 2024 (Kirchhof to Myerholtz), incorporated herein by reference, the Environmental Planning Section provided responses to relevant previous conditions of approval and the following summarized comments:

The application has an approved Natural Resources Inventory, NRI-090-05-03. The TCP2 and DSP show all the required information correctly, in conformance with the NRI. Marlboro clays are mapped in the northwestern corner of the site, and a soils report was reviewed by DPIE, who concluded that there are no safety concerns with the soils, at the time of DSP. DPIE could require an additional soils evaluation at the time of issuance of a grading or building permit.

The primary management area (PMA) impacts, as proposed, are in conformance with the prior approvals (PPS 4-19012 and DSP-19017) and the modification proposed with DSP-19017-01. Since DSP-19017-01 will expire on January 6, 2025, the modifications to the PMA impacts are being evaluated with DSP-24004. The analysis of the impacts are as follows:

Impact 1

Impact 1 was approved with PPS 4-19012, for 4,268 square feet (0.10 acre) for a stormwater outfall and its required grading. This impact was reduced with DSP-19017, to 4,258 square feet (0.10 acre). With DSP-19017-01, this impact has increased by 3,323 square feet (0.076 acre), for a total permanent impact of 7,581 square feet (0.17 acre). This additional impact is requested to meet the requirements of DPIE and the Prince George's County Soil Conservation District (PGSCD) by bringing the outfall closer to the stream so that it will not be a source of future erosion. The outfall was redesigned, and the limit of disturbance was set to minimize the area to be disturbed. There is an understanding that while the stormwater concept plan has expired, the locations of the outfalls should not change significantly. Revised PMA Impact 1 is supported as proposed.

Impact 6

Impact 6 was approved with PPS 4-19012, for 15,520 square feet (0.36 acre) of impacts for a non-woody buffer and a stormwater outfall. This impact was not modified with DSP-19017, as the stormwater facility and outfall were stated to be fully designed, so no additional impacts were expected. Non-woody buffers for stormwater facilities are a standard DPIE and PGSCD requirement. The applicant is expected to design the stormwater for the site in such a way that the non-woody buffer does not impact the PMA. With DSP-19017-01, the applicant is requesting an additional 433 square feet (0.01 acre) of impacts, to extend the rip-rap to the stream, as required by DPIE and PGSCD. This additional impact results in a total of 15,953 square feet (0.37 acre) of PMA impacts. The modification to this impact is not a result of an increase in the non-woody buffer. There is an understanding that while the stormwater concept plan has expired, the locations of the outfalls should not change significantly. Revised Impact 6 is supported as proposed.

Impact 7

Impact 7 was approved with PPS 4-19012, for 7,809 square feet (0.18 acre) of impacts for a non-woody buffer and a stormwater outfall. This impact was not modified with DSP-19017, as the stormwater facility and outfall were stated to be fully designed, so no additional impacts were expected. Non-woody buffers for stormwater facilities are a standard DPIE and PGSCD requirement. The applicant is expected to design the stormwater for the site in such a way that the non-woody buffer does not impact the PMA. With DSP-19017-01, the applicant is requesting an additional 2,841 square feet (0.065 acre) of impacts, to provide an expanded non-woody buffer as a result of the dimensions of the pond, as required by DPIE and PGSCD. This additional impact results in a total of 10,650 square feet (0.24 acre) of PMA impacts. The applicant's statement of justification identifies this increase as a temporary impact, which is incorrect. A PMA impact for a non-woody buffer, as the name implies, cannot be wooded or replanted. These buffers are subject to a maintenance requirement and must be mowed regularly to prevent vegetation.

As such, this impact is considered permanent. Environmental Planning staff do not support non-woody buffer impacts for stormwater facilities without express written correspondence from DPIE. A meeting with the applicant occurred on October 8, 2024, where additional information on the required documentation to support the non-woody buffer was provided. The applicant provided an email from DPIE, dated October 10, 2024, on the status of the revised SWM concept plan and that the changes were acceptable. Based on this email, the non-woody buffer impacts are unavoidable and supported as proposed.

The applicant has submitted SWM Concept Plan 59055-2019-00, which was approved by DPIE on August 16, 2021, and SWM Concept Letter 59055-2019-01, which was approved on June 10, 2022. This SWM concept plan proposes three different types of best management practices: micro-bioretenion ponds, dry wells, and submerged gravel wetlands. These management practices are proposed to improve surface and ground water quality. The TCP2 shows different stormwater facilities and outfalls. In the resubmission materials, the applicant provided a revised SWM concept letter indicating that the SWM concept plan, while still in review, is valid until August 16, 2027. Prior to certification of TCP2-032-2021-02, the applicant shall submit the approved revised SWM concept plan.

- e. **Subdivision**—In a memorandum dated October 21, 2024 (Vantandoost to Myerholtz), incorporated herein by reference, it was noted that the development proposed by this DSP is within the limitations established with PPS 4-19012. A review of relative conditions of approval is provided noting no major conformance issues.
- f. **Prince George's County Department of Parks and Recreation (DPR)**—At the time of the writing of this technical staff report, DPR did not provide any comments on the subject application.
- g. **Prince George's County Fire/EMS Department**—In a memorandum dated September 26, 2024 (Reilly to Myerholtz), incorporated herein by reference, the Fire Department provided a recommendation for fire lane markings and signage to be displayed throughout the site, and for on-street parking restrictions, all of which have been reflected on the DSP.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not provide any comments on the subject application.
- i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide any comments on the subject application.
- j. **Prince George's County Health Department**—In a memorandum dated September 23, 2024 (Adepoju to Myerholtz), incorporated herein by reference, the Health Department provided a recommendation for use of dust and noise controls during construction, all of which have been reflected on the DSP.

- k. **Washington Suburban Sanitary Commission (WSSC)**—In plan notes and a memorandum dated September 24, 2024 (Pramanik to Myerholtz), incorporated herein by reference, WSSC provided water, sewer, and associated easement conditions to be addressed prior to development of the site.
- 14. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, will represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
- 15. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, this DSP is also in general conformance with the approved CSP.
- 16. Section 27-285(b)(3) of the prior Zoning Ordinance is not applicable because this is not a DSP for infrastructure only.
- 17. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, this DSP preserves and restores the subject property's regulated environmental features (REF) to the fullest extent possible, in accordance with Section 24-130(b)(5) of the prior Subdivision Regulations.

The REF on the subject property have been preserved and/or restored to the fullest extent possible, based on the limits of disturbance shown on the tree conservation plan submitted for review.

Impacts for construction of roadways, SWM outfall structures, razing of existing structures, and proposed trails were approved under PPS 4-19012. With DSP-19017, PMA Impacts 2, 5, 6, and 7 remained the same from the PPS approval. Impacts 1, 3, and 4 were modified and approved with DSP-19017. Regarding DSP-19017-01 and DSP-24004, modifications to previously approved PMA Impacts 1, 6, and 7 are supported as proposed.
- 18. **Community Feedback:** At the time of the writing of this technical staff report, the Prince George's County Planning Department had not received any written correspondence from the community regarding the subject application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-24004, and Type 2 Tree Conservation Plan TCP2-032-2021-02, for Enclave at Westphalia, subject to the following conditions:

- 1. Prior to certification, the detailed site plan (DSP) shall be revised as follows:
 - a. Update the coversheet to reflect the 10-foot-wide shared-use path surrounding Proposed Pond No. 4, as shown on Sheet 3 of the DSP.
 - b. Submit the approval for the revised stormwater management concept plan for the record.

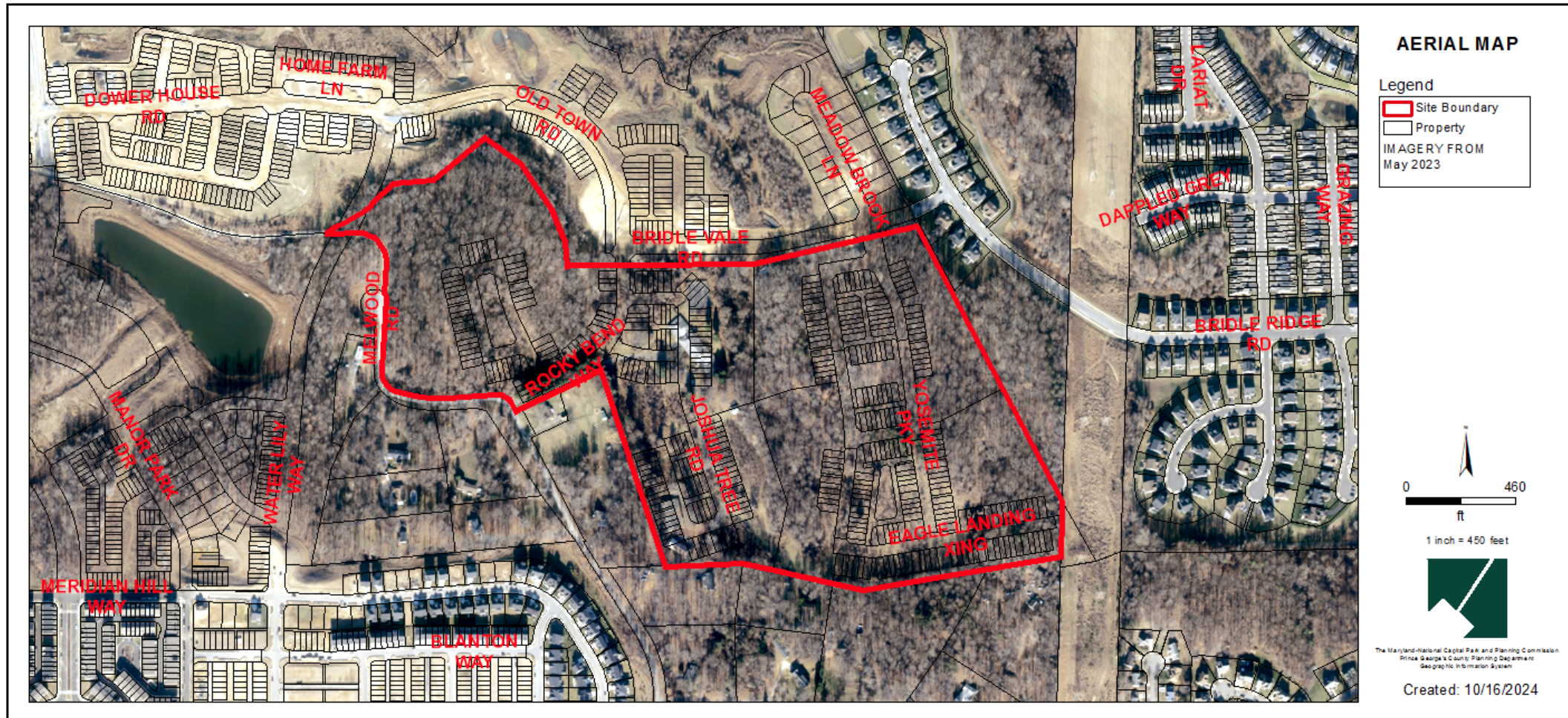
2. Prior to certification of the detailed site plan, the landscape plan shall be revised as follows:
 - a. Correct the label of total acres in the tree canopy coverage schedule, for Section 25-128 of the Prince George's County Code, to state net tract acres.
3. Prior to certification of the detailed site plan (DSP), the photometric plan shall be revised as follows:
 - a. Update the shared-use path surrounding Proposed Pond No. 4 to be 10 feet wide, consistent with the landscape plan and DSP.
4. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised as follows, in accordance with the Environmental Technical Manual:
 - a. Within the Environmental Planning Section approval block, provide the Development Review Division case number DSP-19017 along the -00 line, and DSP-19017-01 along the -01-revision line, on each sheet. Indicate the reason for revision as "Modifications to PMA Impacts" on each sheet.
 - b. Provide the Forest Conservation Act reporting table and feature capture plan.
 - c. The Woodland and Wildlife Habitat Conservation Easement recorded on-site shall be amended and restated and recorded in the Prince George's County Land Records, prior to signature approval of the TCP2, with the recording Liber and folio added to the TCP2.

ENCLAVE AT WESTPHALIA

Detailed Site Plan

TCP2-032-2021-02

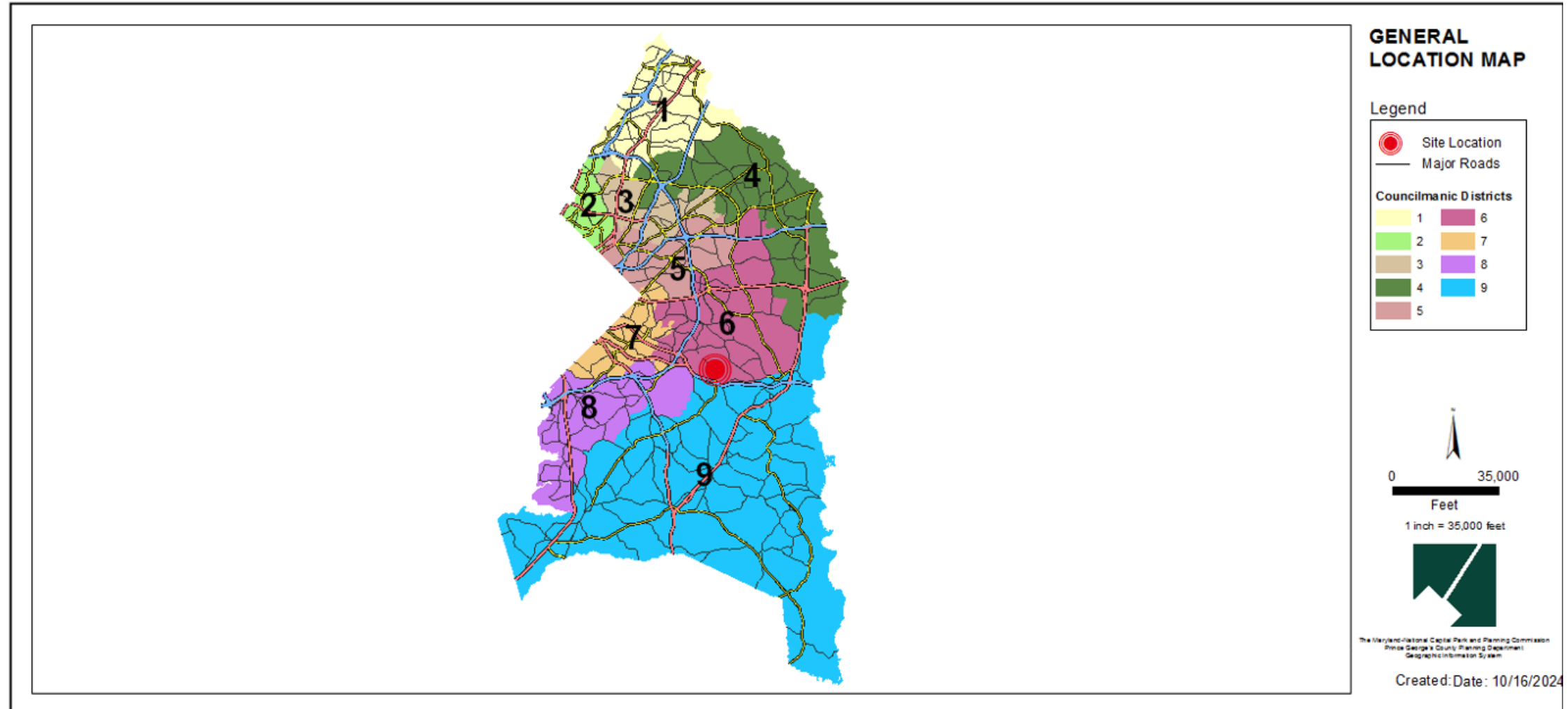
Staff Recommendation: APPROVAL with conditions



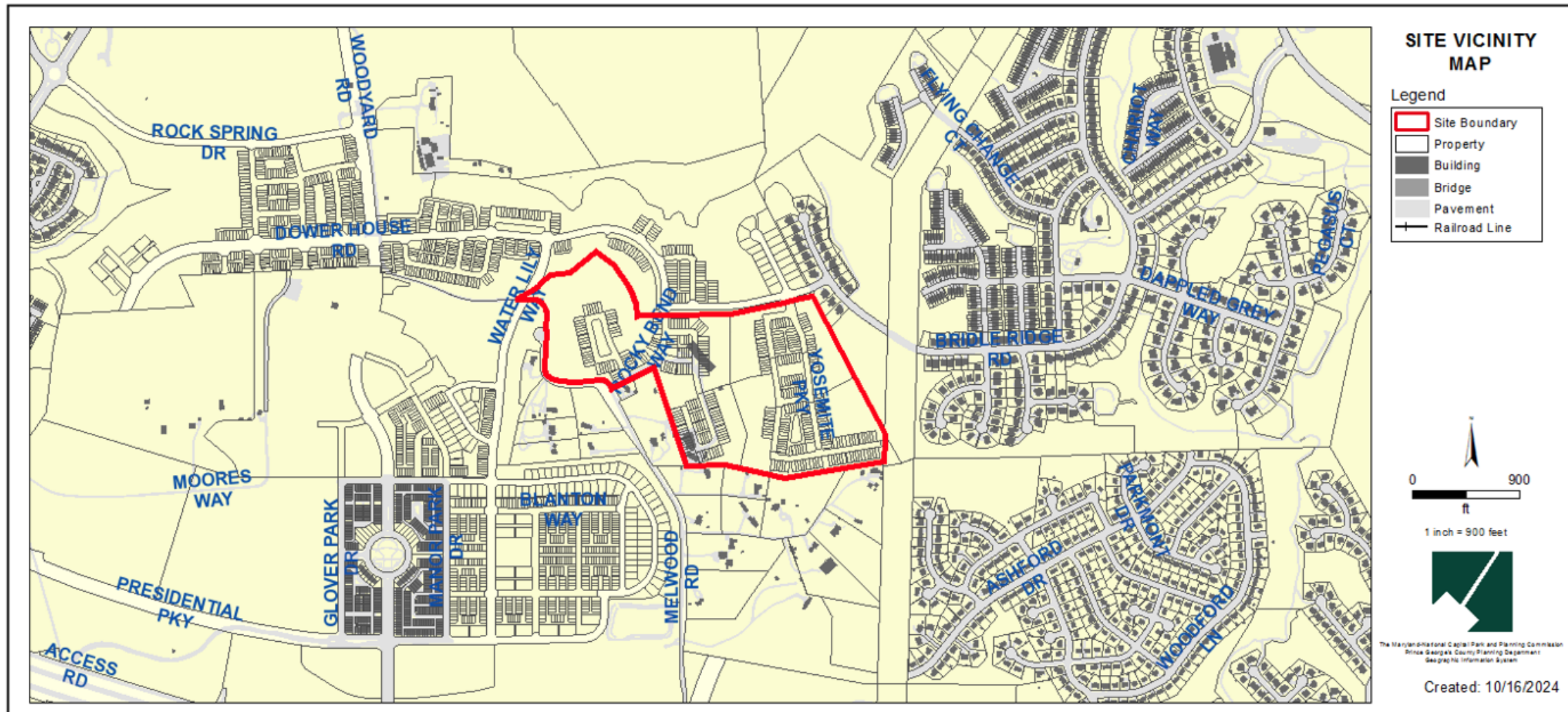
GENERAL LOCATION MAP

Council District: 06

Planning Area: 078



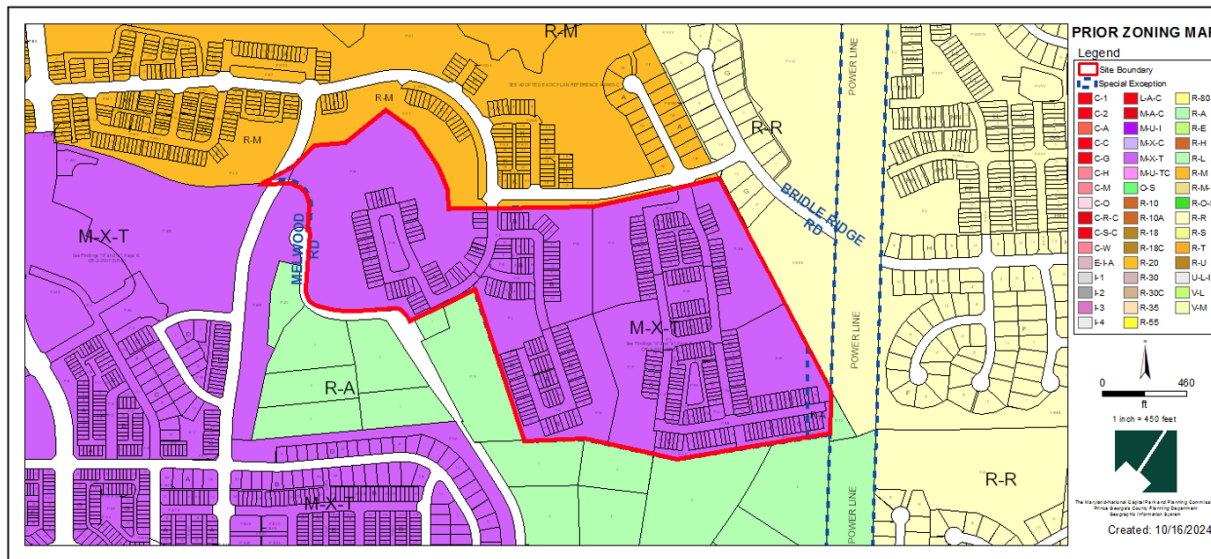
SITE VICINITY MAP



ZONING MAP (PRIOR AND CURRENT)

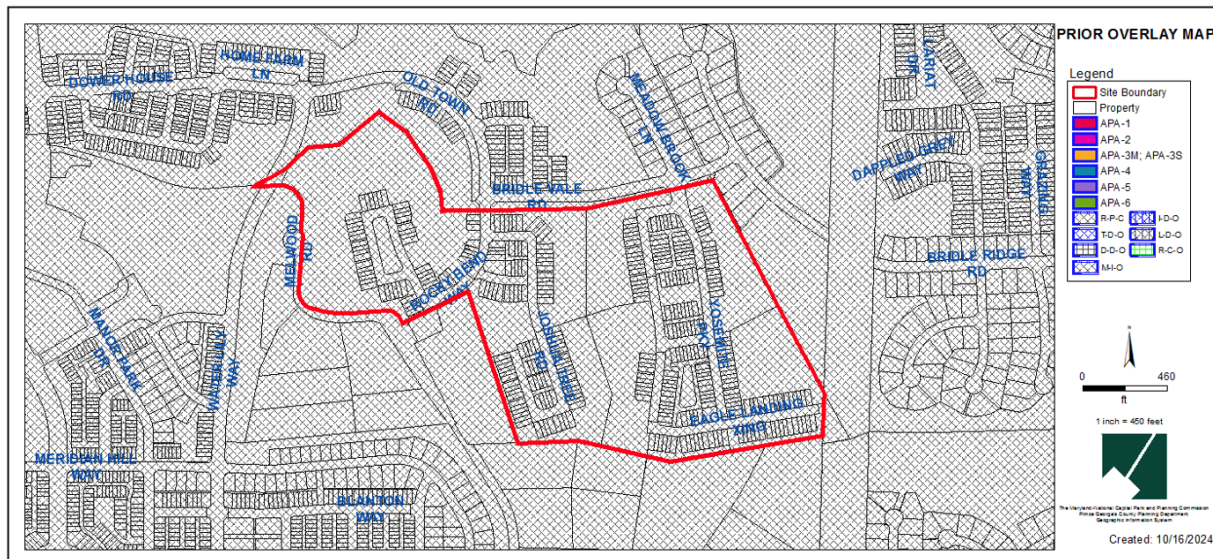
Property Zone: M-X-T

Prior Zoning Map

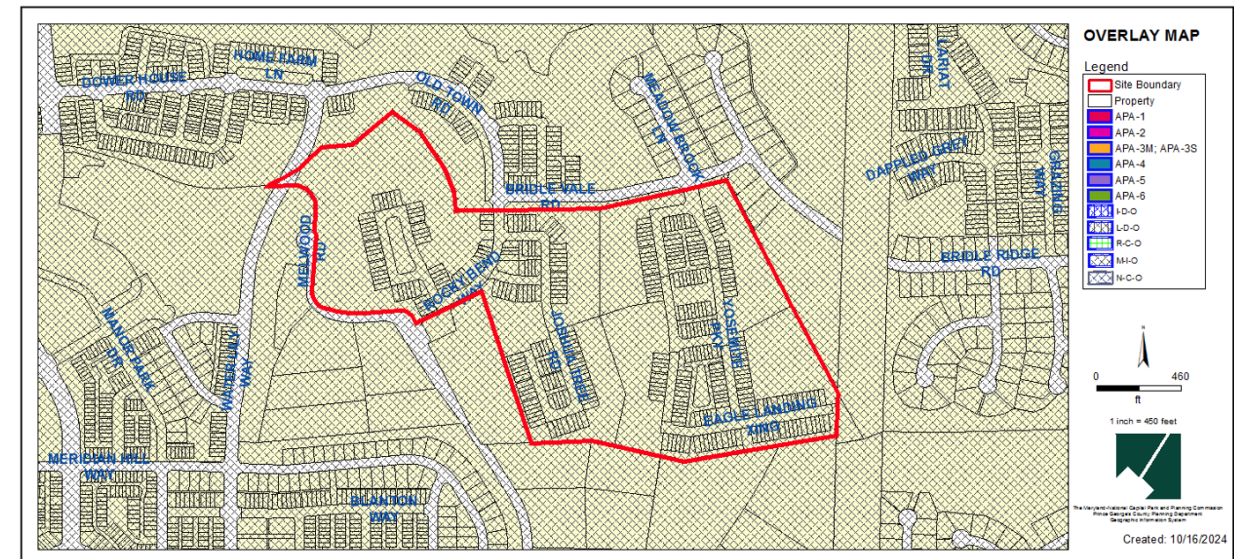


OVERLAY MAP (PRIOR AND CURRENT)

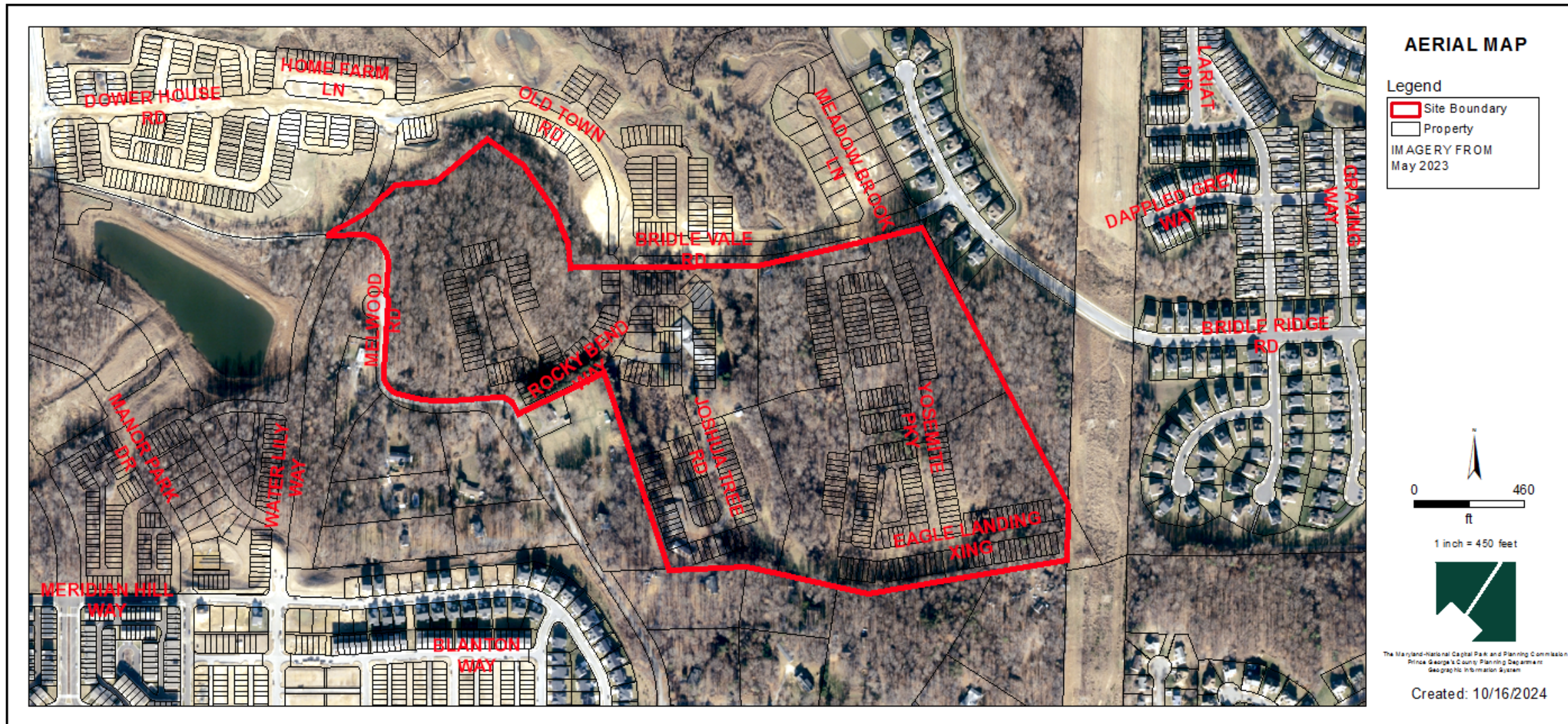
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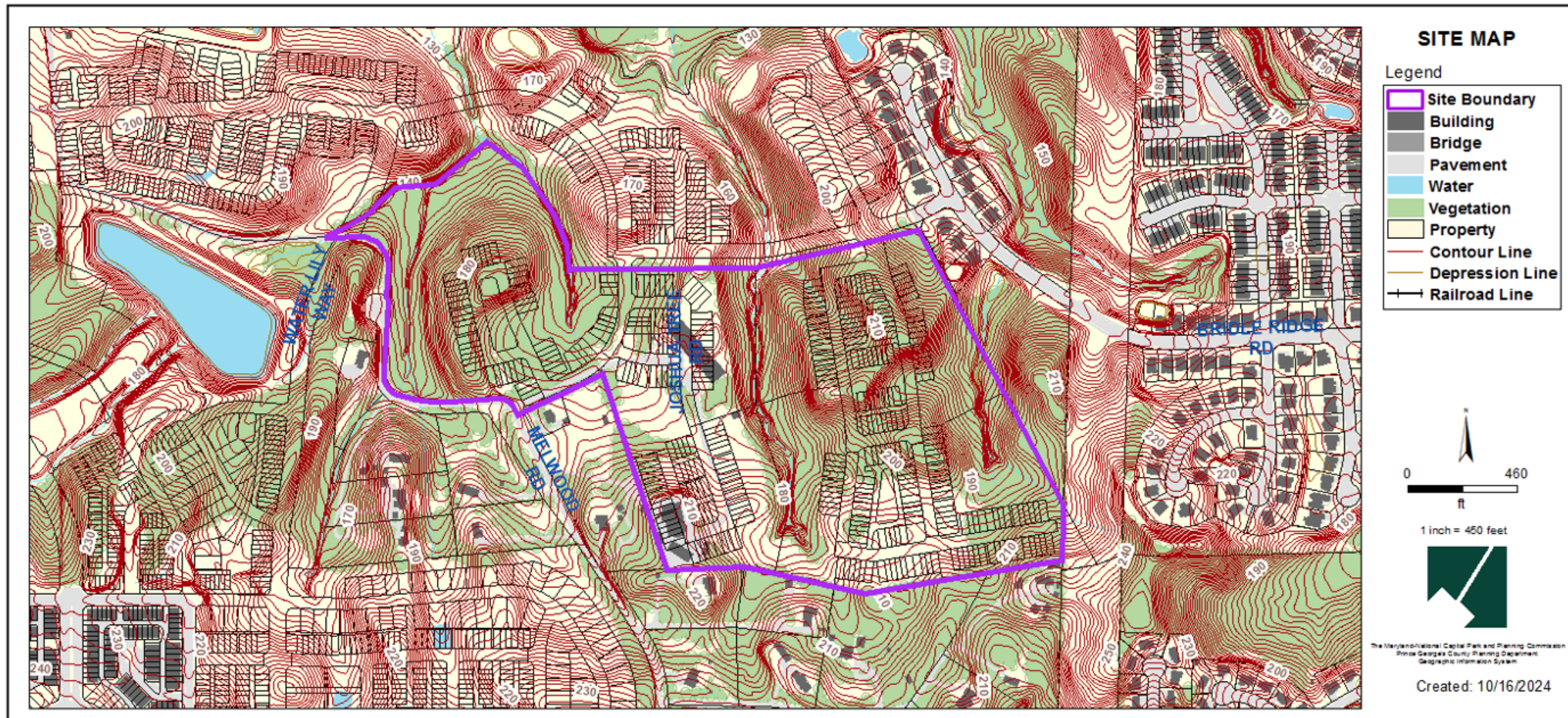
Current Overlay Map



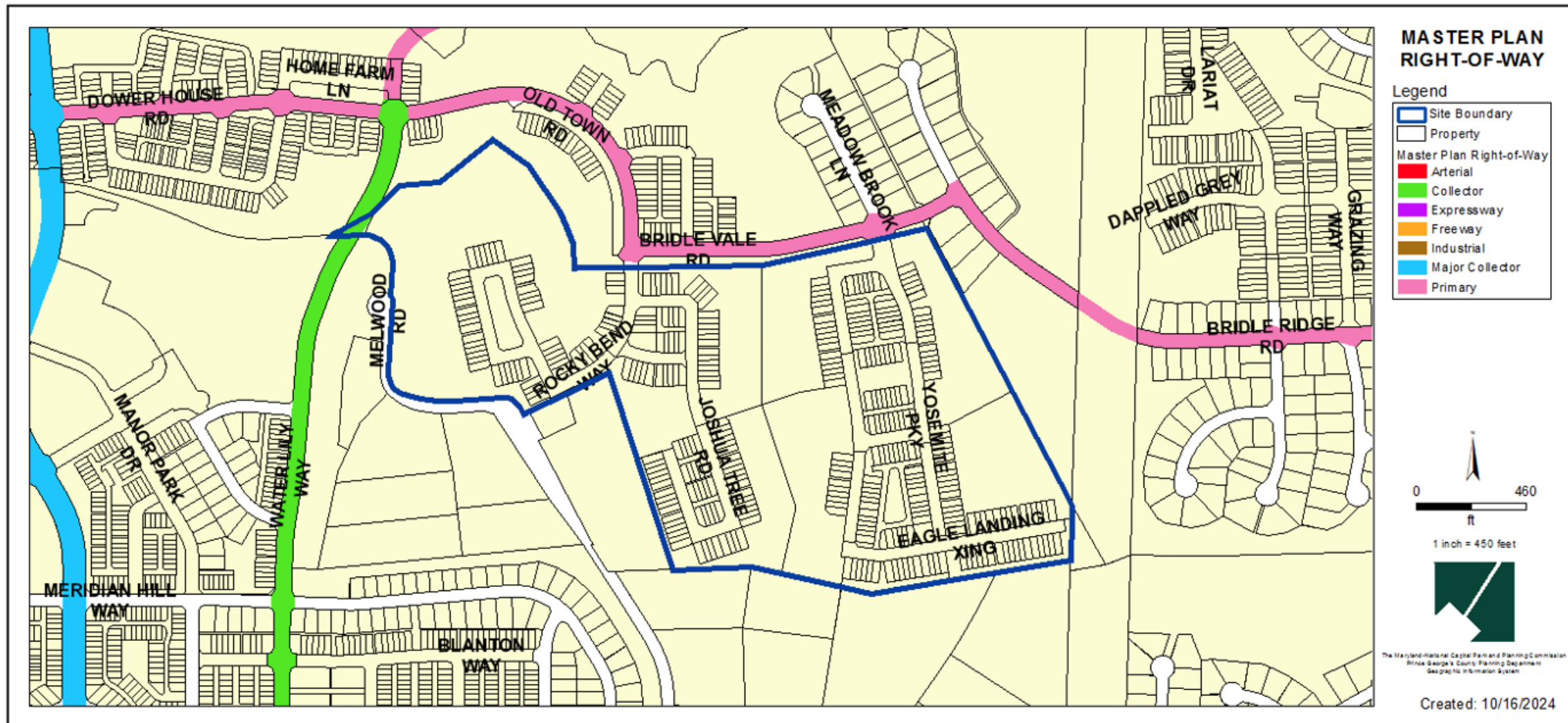
AERIAL MAP



SITE MAP



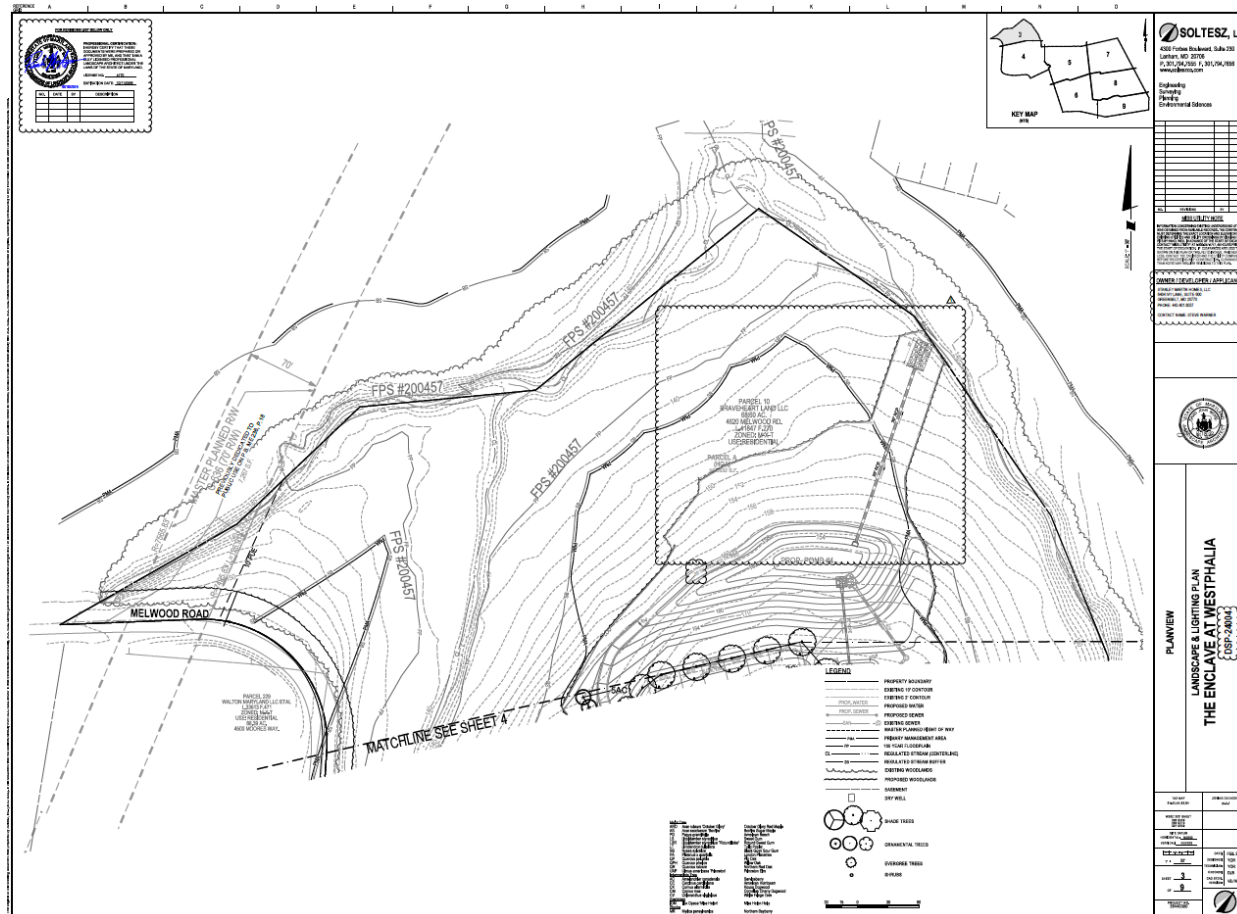
MASTER PLAN RIGHT-OF-WAY MAP



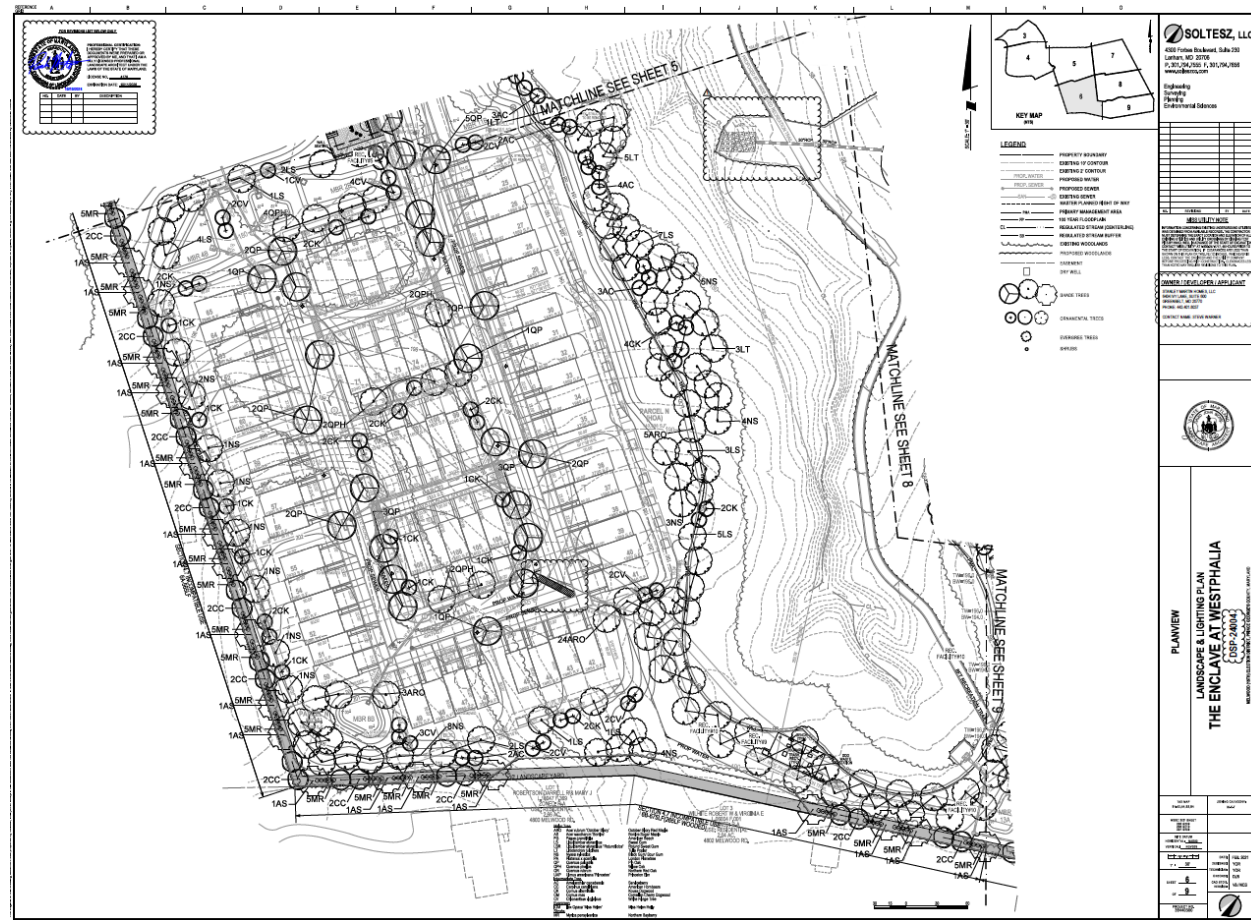
DETAILED SITE PLAN



LANDSCAPE PLAN



LANDSCAPE PLAN



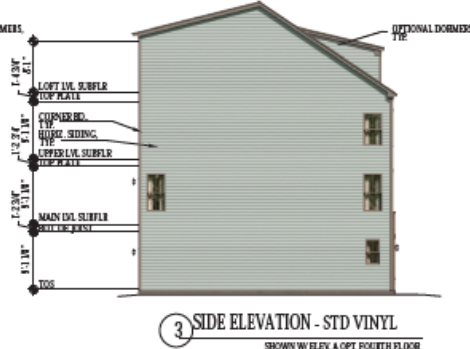
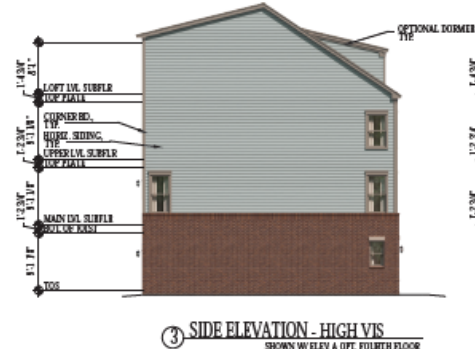
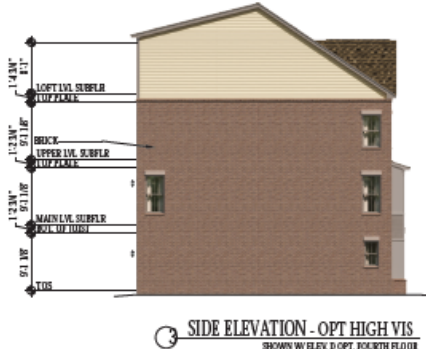
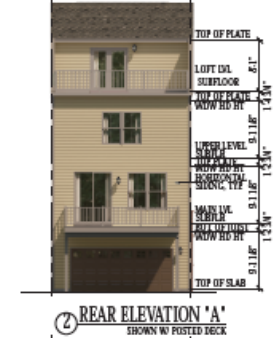
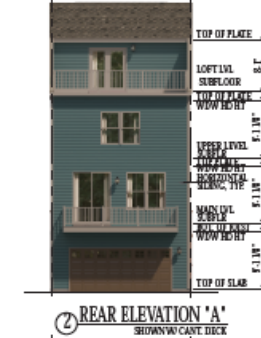
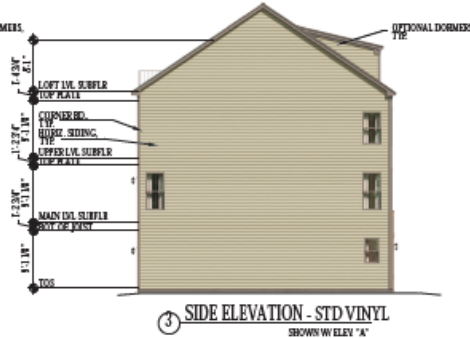
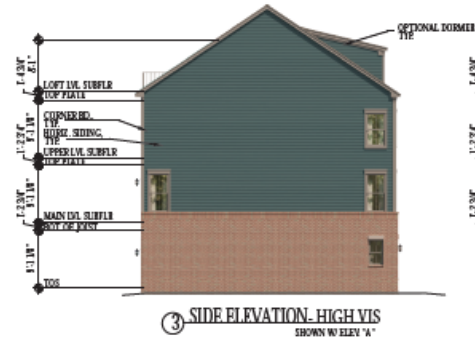
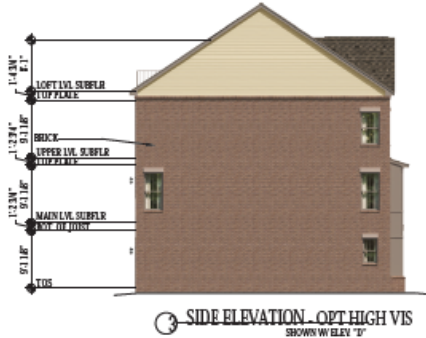
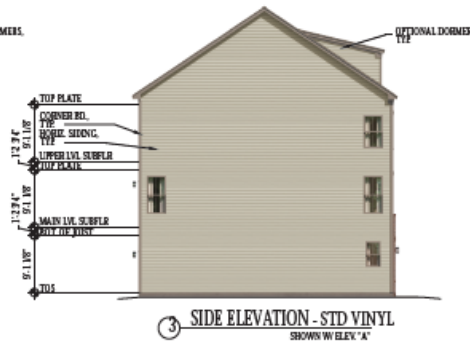
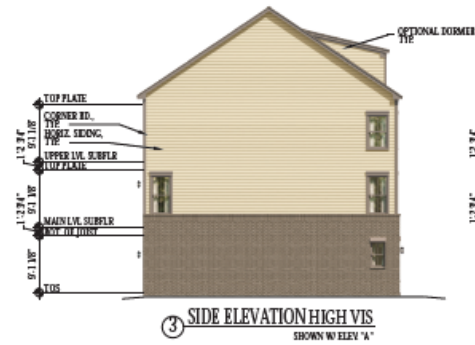
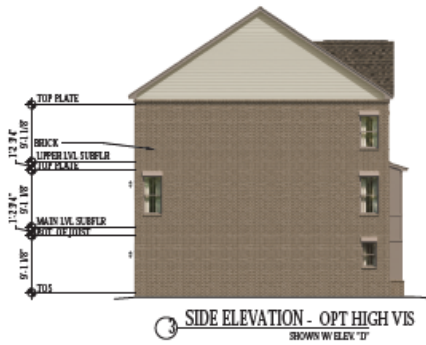
PEDESTRIAN CIRCULATION PLAN



ELEVATIONS (DELILAH)



ELEVATIONS (DELILAH)



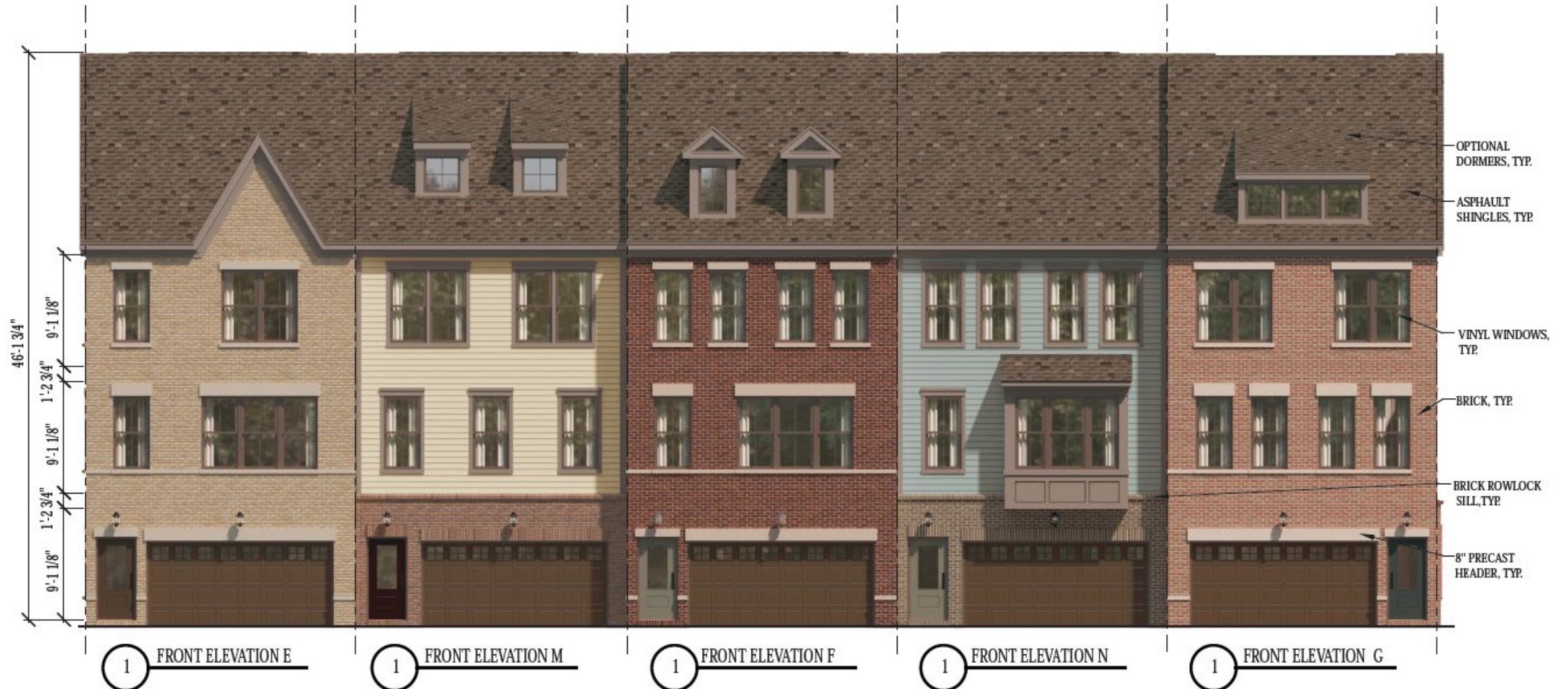
ELEVATIONS (JENKINS)



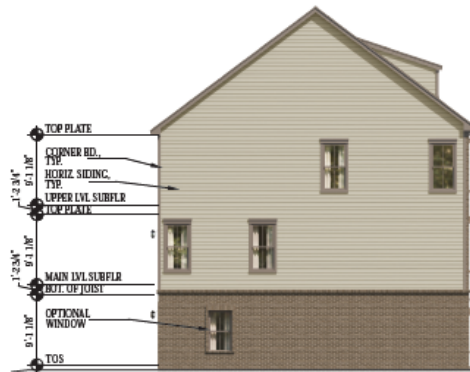
ELEVATIONS (JENKINS)



ELEVATIONS (LOUISA)



ELEVATIONS (LOUISA)



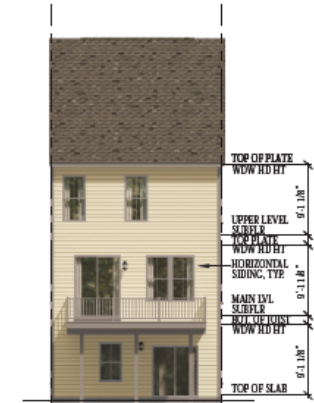
3 SIDE ELEVATION W/ BRICK WATERTABLE
SCALE 1/8"=1'-0" SHOWN W/ ELEV. "M"



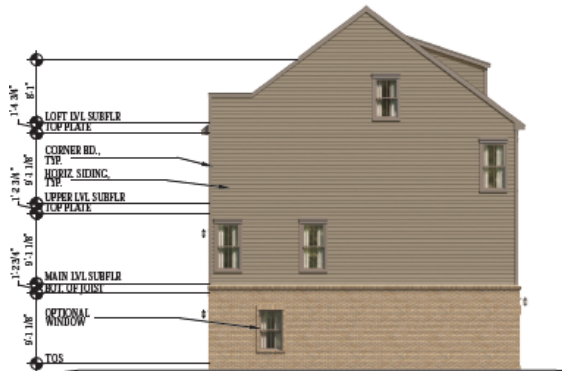
3 SIDE ELEVATION
SCALE 1/8"=1'-0" SHOWN W/ ELEV. "M"



2 REAR ELEVATION
SCALE 1/8"=1'-0" SHOWN W/ OPT. CANT'D DECK
STANDARD REAR DOES NOT HAVE A DECK



2 REAR ELEVATION
SCALE 1/8"=1'-0" SHOWN W/ OPT. POSTED DECK
STANDARD REAR DOES NOT HAVE A DECK



3 SIDE ELEVATION W/ BRICK WATERTABLE
SCALE 1/8"=1'-0" SHOWN W/ ELEV. "M" & OPT. LOFT/TERRACE



3 SIDE ELEVATION
SCALE 1/8"=1'-0" SHOWN W/ ELEV. "M" & OPT. LOFT/TERRACE



2 REAR ELEVATION
SCALE 1/8"=1'-0" SHOWN W/ OPT. CANT'D DECK & OPT. LOFT/TERRACE
STANDARD REAR DOES NOT HAVE A DECK



2 REAR ELEVATION
SCALE 1/8"=1'-0" SHOWN W/ OPT. CANT'D DECK & OPT. LOFT/TERRACE
STANDARD REAR DOES NOT HAVE A DECK

STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-24004
- TCP2-032-2021-02

No Issues

Applicant Required Mailings:

- Informational Mailing: 03/26/2024
- Acceptance Mailing: 09/12/2024

STATEMENT OF JUSTIFICATION
ENCLAVE AT WESTPHALIA
STANLEY MARTIN HOMES, LLC
DSP-24004
JUNE 10, 2024
REVISED AUGUST 15, 2024
REVISED OCTOBER 4, 2024

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1.0 INTRODUCTION/OVERVIEW

Stanley Martin Homes, LLC, (the "Applicant") is the owner of approximately 68.7 acres of land located at 4620 Melwood Road in Upper Marlboro, Maryland. The property was acquired by the Applicant pursuant to a deed dated August 31, 2024 which is recorded among the Land Records of Prince George's County at Book 49198 Page 410. The property is more particularly identified on eleven plats of subdivision which are referenced as Plat One thru Plat Eleven, Enclave at Westphalia, which plats are recorded among the Land Records of Prince George's County at Plat Book ME 263, Plats No. 18-28 (the "Subject Property"). The property was zoned M-X-T under the prior Zoning Ordinance, but is currently zoned RMF-20. As described in greater detail below, the Applicant is proposing to construct 356 single family attached dwelling units on the Subject Property.

2.0 RECENT ZONING HISTORY OF THE SUBJECT PROPERTY

As noted above, the Subject Property was zoned M-X-T under the prior Zoning Ordinance. Prior to being zoned M-X-T, the Subject Property was zoned R-A. The site was placed in the M-X-T Zone pursuant to the adoption of the 2007 Approved Westphalia Section Plan and Sectional Map Amendment.

Prior to being rezoned to the M-X-T zone, the property was the subject of Special Exception SE-1103, which was approved by the Planning Board on November 20, 1964 for an orphanage (German Orphans Home). The site is also the subject of Special Exception SE-2496, which was approved by the District Council on April 13, 1971. Pursuant to these approvals, a facility containing 42,050 square feet was constructed. The site has been utilized for institutional uses for over 50 years. In 2016, the property was the subject of Conceptual Site Plan application CSP-15003. The purpose of this application was to allow for the construction of an 85,733 square foot, 120 bed group residential facility and medical facility for recovering alcoholics and drug addicts. This application was approved by the Planning Board pursuant to Prince George's County Planning Board Resolution PGCPB No. 16-142.

In addition to the Conceptual Site Plan, Preliminary Plan of Subdivision 4-16009 was approved on December 1, 2016, pursuant to Prince George's County Planning Board Resolution PGCPB No. 16-143. In conjunction with this application, an

archeological study was performed for the areas proposed for development. Finally, Detailed Site Plan DSP-16045 was approved by the Planning Board on April 27, 2017. All of these approvals have now been superseded by more recent approvals which are described in greater detail below.

On February 12, 2020 the prior owner filed a conceptual site plan application referenced as CSP-19004 (the "CSP"). The CSP proposed to raze the existing institutional uses and to construct a townhouse community consisting of up to 475 dwellings on the Subject Property. The CSP also proposed to alter how vehicular traffic accesses the Subject Property. The existing improvements are accessed by a single point of access on Melwood Road, which is a narrow, substandard public roadway. The Subject Property lies just south of Sections 5 and 6 of the Parkside development. These sections propose a mix of single family attached and smaller single-family detached homes. The CSP proposed providing access to the Subject Property from the roadway network being established to serve Sections 5 and 6 of Parkside, which is being developed in the LCD (formerly R-M Zone.)

On April 16, 2020, the CSP was approved by the Planning Board, with conditions. The decision of the Planning Board was ultimately embodied in Prince George's County Planning Board Resolution PGCPB No. 2020-62, adopted on May 7, 2020. The conditions of the CSP which are relevant to this application are addressed below.

Subsequently, on January 7, 2021, Preliminary Plan of Subdivision 4-19012 was filed for the approval of a subdivision consisting of 356 single family detached dwelling units. The Preliminary Plan was approved by the Planning Board, with conditions on March 18, 2021. The decision of the Planning Board was ultimately embodied in Prince George's County Planning Board Resolution PGCPB No. 2021-41, adopted on April 8, 2021. The conditions of the Preliminary Plan are addressed below.

Images of the approved CSP and a rendering of the approved Preliminary Plan are set forth above. As can be seen, the layout approved in the Preliminary Plan substantially conforms to the approved CSP.



Subsequent to the approval of the CSP and Preliminary Plan of Subdivision, Detailed Site plan DSP-19017 was submitted. At the time the DSP was submitted, the Applicant was the contract purchaser of the Subject Property. As a result, the architecture which was submitted for review and approval was prepared by the Applicant. The DSP was approved by the Prince George's County Planning Board pursuant to Resolution PGCPB No. 2021-147, adopted on January 6, 2022. The DSP was approved subject to three conditions.

3.0 ELECTION TO USE PRIOR ZONING ORDINANCE

As referenced above, the Subject Property is the subject of an approved CDP, Preliminary Plan of Subdivision and Detailed Site Plan approved under the prior Zoning Ordinance prior to April 1, 2022. As will be discussed in greater detail below, the sole purpose of this application is to obtain re-approval of the Detailed Site Plan to provide more time to allow infrastructure needed to access the project to be constructed. Thus, the application relies upon the approvals obtained pursuant to the prior Zoning Ordinance.

4.0 SUMMARY OF DEVELOPMENT PROPOSAL

The current Detailed Site Plan approved for the Subject Property, DSP-19017, expires in January of 2025. Access to the Subject Property will be gained from Sections 5 and 6 of the Parkside development to the north. Specifically, the property will access Bridle Vale Road. Accessing the road was consistent with the Master Plan as the Subject Property will be developed consistently with the land to the north, east and west. While the Subject Property has historically been accessed by Melwood Road, Melwood Road is a substandard historic roadway which predominantly accesses larger parcels in the AR Zone. As a result, at the time the Preliminary Plan was approved, two conditions related to tis access were approved. Conditions 16 and 17 read as follows:

- 16. Except as provided in Condition 17, prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an**

agreed-upon timetable for construction with the appropriate operating agency:

- a. Bridle Vale Road extension; Extend the stub end of existing Bridle Vale Road for approximately 1,300 feet as a primary residential street to its terminus at Dower House Road.**

- 17. In the event that Dower House Road has full financial assurances and is permitted for construction to the northern boundary of the subject property, the applicant may obtain building permits for Lots 1-3, Block A to allow for the completion of all necessary excavation and piers and footings of the three townhouse units.**

Condition 16 contained a condition requested by DPIE that no building permits be issued until Bridle Vale Road was permitted and bonded. The Applicant was concerned that all of Bridle Vale Road may not be permitted and bonded at the same time, and requested Condition 17 to account for the possibility that only a portion may be permitted and bonded when development of the Subject Property was ready to begin. However, at the time the Preliminary Plan of Subdivision was approved in 2021, interest rates were hovering around 3% and it was anticipated that the pace of sales would result in Bridle Vale Road being at least partially bonded and permitted in sufficient time to allow the Detailed Site Plan to be vested by the installation of piers and footings for the first three townhouse units. However, due to the increase in interest rates and other factors beyond the control of the Applicant, the building permits required to vest DSP-19017 will not likely be able to be issued. Therefore, this application is filed to obtain a new approval and extend the detailed site plan so that the project can proceed once Bridle Vale Road is bonded and permitted.

The proposed Detailed Site Plan is consistent with the prior approval in virtually every respect. The Approved Preliminary Plan of Subdivision for the subject property (4-19017) proposed 356 townhouse units. In this application (as in DSP-19017), a total of three unit types are proposed. A 22' wide, front loaded two car garage unit, referenced as the "Louisa" unit, is proposed for 254 lots. A 22' wide, rear loaded two car garage unit, referenced as the "Delilah" unit, is proposed for 28 lots. A 20' wide rear load two car garage unit, referenced as the "Jenkins" unit, is proposed for 74 lots. Each of the units has numerous elevation options and design features,

including dormers, canopies, box windows and other features to add architectural variety and fenestration. Each of the units also includes details of side elevations to include brick for highly visible end units.

Section 27-548(h) of the Zoning Ordinance requires that townhouse lots in the M-X-T Zone have no more than eight townhouse units provided per building group, unless it is demonstrated that more than eight townhouse units (but not more than ten) would create a more attractive living environment. In this case, there are no sticks which exceed 8 dwelling units. Of the 67 sticks of units shown on the preliminary plan, only 6 sticks exceed six units in a stick, with two sticks containing seven units and four sticks containing eight units. In addition, it should be noted that Section 27-548(h) further requires that the minimum building width in any continuous, attached group shall be 18 feet. The proposed development contains no units less than 20 feet in width, and all of the proposed units contain a two-car garage internal to the unit.

On-site amenities focus on outdoor passive and active recreational opportunities for all ages. A total of ten distinct recreational areas/amenities are spread throughout the community and are well designed to accommodate the needs of all the residents. In the western development pod are two separate areas. Recreational Area #1 is a tot lot with a children's bike loop which includes three different types of play equipment. Six benches are spread throughout the area, and a doggie clean up station and bike rack are also provided. The tot lot will be fenced with a 42" high decorative fence. Recreational Area #2 is a abuts retained woodlands and fire pit with five curved benches surrounded by a 2,601 square foot area of stamped concrete. A bike rack and doggie clean up station are also provided in this area.

The central development pod has three separate recreational areas. Recreational Area #3 is also located where it is easily accessible to the western development pod. This area includes two picnic tables with bench seating plus an additional bench for relaxing. A doggie clean up station and bike rack are also provided. Incorporated into the design is a flower garden surrounding a focal shade tree. Recreational Area #4 is a linear seating area which provide separate, distinct locations for people to sit and talk. There will be a total of six benches with stamped concrete sitting locations and canopy trees to provide shade, as well as a bike rack and doggie clean up

station. Recreational Area #5 is a dynamic seating area with stamped concrete, a gas grill station and a see-through fire place with a masonry sitting wall. There will be Adirondack chairs, two pergolas with picnic tables and benches and a 10' X 10' gazebo. As with all of the other recreational areas, a doggie clean up station and bike rack will be provided. This area is well designed and will be a central activity area for all residents in the community.

In the eastern development pod are three additional distinct residential areas. Recreational Area #6 includes another tot lot with kids racetrack, play equipment and three benches surrounded by a 42 inch decorative fence. Recreational Area #7 is an additional grill area with a pergola, café tables and chairs, additional Adirondack chairs, benches and picnic tables. Recreational Area #8 is another linear seating area with benches. This area is located adjacent to a micro-bioretenention facility which will be planted with lush grasses. Both Recreational Areas #8 and #9 will have bike racks and doggie clean up stations. Recreational Area #9 is a dog park. The dog park is divided into two sections. The larger section is designed for larger dogs, while the smaller section is designed for smaller dogs. Each section has a 6' X 6' two gate staged entrance area as well as seating areas. A dog waste station is also provided. This area is located within the southern end of the community between the central and eastern development pods to allow it to be accessible to the most residents.

The final recreational amenity is a 2,313 linear foot asphalt trail system which extends through retained woodlands and connects the various portions of the community.

The goal of the amenities is to provide residents with numerous outdoor opportunities, including several which incorporate the retained woodlands, as well as extensively landscaped areas. These facilities have been spread throughout the community to be accessible to the residents. Details of the recreational facilities and a worksheet demonstrating that the facilities satisfy the requirements for private facilities for a development of this size are included with the DSP.

5.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF CONCEPTUAL SITE PLAN CSP-19004

The Subject Property is the subject of CSP-19004 (the "CSP"). As noted above, the CSP was approved by the Planning Board by notice dated May 12, 2020 pursuant to the adoption of Planning Board Resolution PGCPB No. 2020-62, adopted on May 7, 2020. The CSP was approved subject to 3 conditions. The CSP was certified on December 7, 2020. The first condition required modifications prior to certification of the CSP. These revisions were made with the certification of the plans. The second condition required modifications to the TCP 1 prior to certification of the CSP. Again, these modifications were made. Finally, Condition 3 requires certain road improvements have full financial assurances prior to the issuance of building permits. As a result, none of the three conditions adopted with the approval of the CSP are applicable at the current stage of development.

6.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF PRELIMINARY PLAN OF SUBDIVISION 4-19012

The Preliminary Plan of Subdivision was approved on April 8, 2021, subject to 23 conditions. There are several conditions which are required to be complied with prior to certification, prior to final plat or prior to the issuance of building permits. Those conditions are not relevant to the subject Detailed Site Plan. The conditions of approval which are relevant to the approval of the Detailed Site Plan are listed and addressed below.

- 3. Development of the site shall be in conformance with the pending Stormwater Management Concept Plan (59055-2019-0) and any subsequent revisions.**

COMMENT: The development is in conformance with the approved Stormwater Management Concept Plan.

- 5. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities:**
 - a. Standard five-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.**

- b. Continental style crosswalks crossing both points of vehicle entry along Bridle Vale Road (P-615), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- c. Perpendicular or parallel Americans with Disabilities Act curb ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.
- d. Outdoor bicycle parking at all community recreational areas.
- e. A minimum eight-foot-wide shared-use path connecting the sidewalk to Road "A" and surrounding the Proposed Pond No. 4.
- f. A minimum eight-foot-wide shared-use path connecting the sidewalk along Road "B" with the sidewalk along Road "G".

COMMENT: Each of these bicycle and pedestrian features are depicted on the Detailed Site Plan in accordance with Condition 5.

- 7. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private on-site recreational facilities.
- 8. The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, at the time of detailed site plan.

COMMENT: The detailed site plan identifies the location and type of recreational facilities being proposed to satisfy the requirements of Section 24-135(b).

As determined at the time of the preliminary plan of subdivision, the cost of recreational facilities required to be provided to satisfy the requirements for mandatory dedication is

\$363,609. The estimated cost of the recreational amenity package proposed in the Enclave at Westphalia community is \$445,000.

- 13. Total development within the subject property shall be limited to uses which generate no more than 249 AM peak-hour trips and 285 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

COMMENT: The development proposed in this Detailed Site Plan is consistent with the development proposed at the time of Preliminary plan and does not exceed the approved trip cap.

- 20. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-006-2016-03).**

COMMENT: The development conforms with the approved Type 1 Tree Conservation Plan. A Type 2 Tree Conservation Plan is included with the Detailed Site Plan.

Based upon the above, the proposed DSP conforms to all applicable conditions adopted by the Planning Board as part of the Preliminary Plan of Subdivision.

7.0 CONFORMANCE WITH CONDITIONS OF DSP-19017

Detailed Site Plan DSP-19017 was approved on January 6, 2022 subject to three conditions. As noted above, the Applicant is seeking reapproval of the DSP as originally certified. The first condition required modifications to the DSP prior to certification. These revisions were made. The second condition required modifications to the TCP 2 prior to certification. These revisions were made as well. The third condition required artifacts found through the Phase I and Phase II archeological surveys to be curated prior to the issuance of a grading permit. This condition will be satisfied prior to the issuance of a grading permit.

8.0 CONFORMANCE WITH THE REQUIREMENTS OF THE MILITARY INSTALLATION OVERLAY ZONE

The Subject Property is located within the limits of the Military Installation Overlay Zone ("MIOZ"). The regulations applicable to properties impacted by the MIOZ are set forth in Part 10C of the Zoning Ordinance. The MIOZ contains regulated related to the height of structures, noise exposure and safety. The Subject Property is only subject to the regulations related to the height of structures.

The Subject Property is located within the limits of the Military Installation Overlay Zone ("MIOZ"). The regulations applicable to properties impacted by the MIOZ are set forth in Part 10C of the Zoning Ordinance. The MIOZ contains regulated related to the height of structures, noise exposure and safety. The Subject Property is subject to all three of the exposures, each of which is addressed below.

REQUIREMENTS FOR HEIGHT: The requirements for height are contained in Section 27-548.54. The Subject Property is located in Surface E. Per Section 27-548.54(e)(2)(d), structures in Surface E "shall not exceed a height (in feet) equivalent to the total of the following equation: (i) Subtotal: The distance between Surface A and nearest boundary of the subject property, less the distance between the subject property and the border of Surfaces D and E. (ii) Total: Divide subtotal by 20, then add 150." In this instance, the nearest boundary of the Subject Property is approximately 8,795 feet from Surface A. The distance between the subject property and the border of Surfaces D and E is 2,313 feet. The difference between these two measurements is 6,482 feet. Divided by 20, plus 150 feet, the maximum height would be 474 feet. It should further be noted that Section 27-548.54(e)(1), the height formulae are based upon the highest elevation of the subject property in relation to the elevation of the runways at Joint Base Andrews, which are 274 feet above sea level. The highest point on the Subject Property is 228 feet, which adds an additional 46 feet to the permitted height. Thus, structures on the Subject Property must be no higher than 520 feet. None of the proposed homes will exceed this height. Thus, the existing and proposed development conform to the requirements for height set forth in the MIOZ.

9.0 CONFORMANCE WITH THE GENERAL PURPOSES OF DSP'S

The general purposes of Detailed Site Plan (DSP) are contained in §27-281(b) of the Zoning Ordinance, and are expressed as follows:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;**
- (B) To help fulfill the purposes of the zone in which the land is located;**
- (C) To provide for development in accordance with the site design guidelines established in this Division; and**
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

Comment: The Subject Property is zoned M-X-T and is located adjacent to the Westphalia Town Center. The Master Plan creates a new road network to serve properties as they develop in the area and the Subject Property will tie into that road network rather than be accessed by Melwood Road, a substandard public right of way which currently serves lower density single family detached development. The proposed development will also eliminate a proposed non-residential use (drug rehabilitation facility) which is more in keeping with the proposed land use in the area. As a result, the proposed development implements the vision of the Sector Plan and helps fulfill the purposes of the M-X-T Zone.

10.0 CONFORMANCE WITH PURPOSES AND REGULATIONS OF THE M-X-T ZONE.

The purposes of the M-X-T Zone are set forth in Section 27-542 of the Zoning Ordinance, as set forth below.

Sec. 27-542. - Purposes.

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

Comment: The Subject Property is part of the Westphalia Sector Plan which was adopted in 2007 to implement a vision for the Westphalia area. The property was not designated for commercial development and the proposed development will remove the non-residential use currently approved for the Subject Property. The proposed development will also tie into the broader road network being established to serve the Westphalia Town Center (P-615). As such, the proposed development represents an orderly development of land consistent with the Sector Plan.

- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

Comment: As discussed above, the Subject Property will assist in implementing the recommendations of the Westphalia Sector Plan transitioning from a non-residential, institutional use to a residential use and by connecting the new community to the Westphalia Sector Road network. The proposed land use is consistent with the recommendations of the Sector Plan and the implementation of the walking paths and sidewalks, including connection to the Master Plan trail in Melwood Road, will enhance the walkability of the community.

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

Comment: The Subject Property is located in an established community in the former Developing Tier, where new development

is encouraged. The proposed use will be a benefit to the existing community by removing a non-residential use and continuing development in accordance with the Westphalia Sector Plan.

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

Comment: The Subject Property will be providing appropriate sidewalk and trail connections to encourage the use of bicycles. These connections, as well as accessing the Westphalia Sector Plan road network will provide accessibility to the Westphalia Town Center a short distance to the west of the Subject Property.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

Comment: The proposed townhouses are part of the implementation of a broader vision for Westphalia as set forth in the Sector Plan, which establishes a Town Center to the west and a central park to the north of the Subject Property.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

Comment: The mix of uses is established in accordance with the land use recommendations of the Sector Plan and the proposed development is consistent with those recommendations.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

Comment: The proposed townhouse development will front on a significant environmental feature and will function as a separate community with a distinctive visual character and identity. The environmental features divide the property into three different development pods which will benefit the overall development with attractive views and substantial open space between the development pods.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

Comment: The M-X-T zone, as implemented with the Westphalia Sector Plan, provides the flexibility to establish a mix of uses in accordance with the land use vision of the Sector Plan rather than on a parcel-by-parcel basis. The proposed development will assist in implementing that vision.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and

Comment: As proposed, the Detailed Site Plan allows the flexibility needed to deliver product to the market in a phased approach as demand is available for that product.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

Comment: The proposed development will take advantage of the flexibility inherent in the M-X-T zone to propose high quality architecture appropriate for the uses proposed.

Each of the purposes discussed above is promoted by the DSP, which contributes to the implementation of the overall Master Plan.

CONFORMANCE WITH SECTION 27-548

Section 27-548, M-X-T Zone regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development – 0.40 FAR; and
- (2) With the use of the optional method of development – 8.00 FAR.

COMMENT: The proposed development consists of a total of 356 dwelling units. The base FAR permitted pursuant to Section 27-

548(a)(1) is .4. The maximum FAR permitted if the optional method of development is chosen is 1.4. Section 27-545 sets forth the FAR increases permitted with the use of the optional method of development. Section 27-545(b)(4) states: "additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided." Based upon the proposed number of dwelling units, this additional floor area ratio is available to the applicant should it be needed. In this instance, however, use of the optional method of development is not required. As noted on the first page of the Detailed Site Plan, the 356 proposed dwellings will result in a total gross floor area of 760,530 square feet, resulting in an FAR of .25. As a result, the development proposed in this application complies with the maximum FAR limitations and the applicant does not require the use of the optional method of development to achieve a floor area ratio higher than .4.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

COMMENT: As a townhouse development, the development will consist of multiple buildings on more than one lot.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

COMMENT: A development standards table is provided on the first page of the Detailed Site Plan, as reproduced below:

DEVELOPMENT STANDARDS	FRONT LOAD	REAR LOAD	
MINIMUM LOT SIZE	1000 SF	1000 SF	
MINIMUM LOT WIDTH	18 FT	18 FT	
MINIMUM FRONT SETBACK	10 FT	10 FT	
MINIMUM SIDE SETBACK	0 FT	0 FT	
MINIMUM REAR SETBACK	0 FT	0 FT	
MAXIMUM RESIDENTIAL BUILDING HEIGHT	50 FT	50 FT	
1. SEE BELOW FOR REAR SETBACKS FOR UNCOVERED DECKS .			
DEVELOPMENT STANDARDS (CONT.)			
	FENCES	DECKS	SHEDS
MINIMUM SIDE SETBACK	0 FT	0 FT	1 FT
MINIMUM REAR SETBACK	0 FT	0 FT	1 FT
MAXIMUM HEIGHT	6 FT	N/A	N/A
1. NO FENCES, DECKS OR SHEDS ARE ALLOWED IN THE FRONT YARD OF ANY LOT OR PARCEL.			
2. SHED FOOTPRINTS SHALL BE NO LARGER THAN 80 SQUARE FEET.			
3. HOMEOWNER REQUESTS FOR SHEDS, DECKS, AND FENCES ARE SUBJECT TO THESE DEVELOPMENT STANDARDS. SUCH REQUESTS WILL NOT BE SUBJECT TO DSP REVIEW PROVIDED CONFORMANCE TO THESE DEVELOPMENT STANDARDS IS SHOWN AT TIME OF PERMITTING.			

These regulations shall constitute the regulations for the improvements proposed by the Detailed Site Plan.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

COMMENT: Conformance with the 2010 Prince George's County Landscape Manual is addressed in the Landscape Plan set included with the DSP. Sheet 2 of 9 sets forth the schedules applicable to this development.

- (e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area

in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01. The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

COMMENT: The FAR depicted on the DSP was calculated in conformance with the above regulation.

- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.

COMMENT: No private structures are proposed within the air space above, or in the ground below, public rights-of-way.

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

COMMENT: This requirement was addressed at the time of preliminary plan of subdivision and private streets were authorized pursuant to Subtitle 24 of the Prince George's County Code.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished

basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half ($\frac{1}{2}$) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a

revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

COMMENT: The proposed Detailed Site Plan offers 356 townhomes in three different base configurations. They include seventy-four 20' wide rear loaded garage units, twenty-eight 22' wide rear loaded garage units and two hundred fifty four 22' wide front loaded garage units (collectively the "House Types"). Each House Type has five different elevations with various design features including dormers, gables, canopies, bay windows, a mix of materials and various other features.

The layout of the development is configured in a way that maximizes the natural features of the property, with rear (alley) loaded homes located in the central portion of each development 'pod' and front-loaded homes along the perimeter to maximize views of the preserved woodlands.

The base configuration of the smallest house type is approximately 1,943 square feet but the largest house type, with all options, is approximately 2,823 square feet. Each House Type has unique cosmetic options to personalize the home, but there are also major options which add bedrooms, bathrooms, decks of varying sizes and fourth floor loft/roof deck levels. For example, the 22' wide front-loaded Louisa could have 2 bedrooms (both on-suite owner's rooms) and 2.5 bathrooms across three levels of 2,203 square feet or it could have 5 bedrooms and 4.5 bathrooms across four levels of 2,617 square feet. In the latter instance, there could be a fourth-floor roof deck overlooking the preserved woodlands. There are also numerous options buyers can select in between to make each house unique. The ultimate size of the units and the features will be based on buyer feedback during sales.

Based upon the above, the proposed townhouses comply with the applicable provision of Section 27-548(h). The townhouses are located on lots at least one thousand two hundred (1,200) square feet in size. An exhibit was submitted with the Detailed Site Plan that demonstrates that at least sixty percent (60%) of the full front facades will be constructed of brick, stone, or stucco. In addition, the minimum building width in any continuous, attached group is twenty feet, more than the minimum

eighteen (18) feet permitted. Finally, the minimum gross living space proposed well exceeds the one thousand two hundred and fifty (1,250) square foot minimum permitted. Therefore, the proposed development conforms with the minimum standards for the development of townhouses.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

COMMENT: This regulation is not applicable as no multifamily buildings are proposed in this development.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

COMMENT: The Subject Property was placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation. However, no guidelines or standards for the Subject Property were set forth in the Sector Plan. The Westphalia Sector Plan contains general

design principles on Pages 30-32. Those which are relevant to the proposed development are addressed below.

- **Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design.**

COMMENT: The proposed development will be a medium-density neighborhood with a density just over 5 dwelling units per gross acre. This particular neighborhood will consist of single family attached dwelling units. As discussed above, a variety of lot widths, front and rear load garage units and façade options are provided in order to ensure variation in housing styles and architecture. The layout of the development is configured in a way that maximizes the natural features of the property, with rear (alley) loaded homes located in the central portion of each development 'pod' and front-loaded homes along the perimeter to maximize views of the preserved woodlands. A majority of the units (254) are front load garage units in order to accentuate the preserved woodlands.

- **Incorporate a variety of housing types in single-family projects and subdivisions.**

COMMENT: The proposed development consists of 356 single family attached dwellings. As discussed above, these units include seventy-four 20' wide rear loaded garage units, twenty-eight 22' wide rear loaded garage units and two hundred fifty four 22' wide front loaded garage units. Each House Type has five different elevations with various design features including dormers, gables, canopies, bay windows, a mix of materials and various other features.

- **Design residential developments that connect and appropriately transition to pre-existing communities and neighboring commercial areas.**

COMMENT: The proposed community is designed to connect with the developing Parkside community to the north. This is appropriate, given the condition of Melwood Road and the existing development which will continue to access Melwood Road. The proposed access will better orient the proposed development to both the Westphalia Town Center and the Central Park through internal master plan roadways which connect the development. Parkside recently recorded subdivision plats which dedicate

public right of way to the Subject Property in the location of the two main access points. These plats are referenced as Plats 11 and 16, Smith Home Farms and are recorded among the Land Records of Prince George's County at Plat Book ME 258 Plat Nos. 5 and 9. Applicant will work with the developer of the Parkside development and DPIE to access the road to allow for development of the Subject Property.

- **Design an efficient, safe, and interconnected street system.**

COMMENT: The environmental constraints largely dictate two separate access points into the community and prevent the two development pods from interconnecting. However, the street system will connect with the Master Plan primary street (P.617) now platted as Bridle Vale Road.

- **Create a system of open space and parks and preserve sensitive environmental features.**

COMMENT: The applicant proposes to preserve large wooded areas which contain regulated environmental features. The preservation of these areas will enhance the livability of the community. In addition, the applicant is proposing a robust array of recreational facilities spread throughout the community in addition to contributing to the Central Park.

- **Provide a variety of single family attached residential lot sizes in and near the Westphalia Town Center.**

COMMENT: The proposed development will be one of several communities near the Westphalia Town Center. A variety of lot sizes and unit widths are provided on the Subject Property.

Based upon the above, the proposed development conforms with the regulations in the M-X-T zone set forth in Section 27-548 of the Zoning Ordinance.

11.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN

Sec. 27-281 (c) lists the specific purposes of a detailed site plan. There are four specific purposes listed, each of which is addressed below:

Sec. 27-281 (c) (1) (A): To show the specific location and

delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site.

Comment: The submitted Detailed Site Plan demonstrates the location of the existing and proposed buildings, parking facilities, streets and green areas, as required. While each of the units will include a two-car garage, driveways of sufficient depth are provided to allow off-street parking for guests, and there is additional on street parking being provided for additional guests. For a townhouse project subject to Section 27-568, a total of 2.04 parking spaces are required. For 356 dwelling units, this would require a total of 727 parking spaces. In this case, 1566 parking spaces are provided. Each of the units contains a two-car garage, totaling 712 parking spaces. In addition, each of the driveways is 18 feet in depth, accommodating two additional vehicles. Thus, another 712 parking spaces are provided as tandem parking spaces. Finally, there are 142 parking spaces spread throughout the development in the form of parallel spaces. The result is to provide ample parking for both residents and guests within the community.

Sec. 27-281 (c) (1) (B): To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site.

Comment: The submitted DSP included in this application shows the specific grading and landscape planting areas proposed for the site. There is also an approved stormwater management concept plan.

Sec. 27-281 (c) (1) (C): To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site.

Comment: The proposed recreational facilities and their locations are shown on the detailed site plan. The proposed architecture of the units is included as well as details addressing the street furniture which is proposed.

Sec. 27-281 (b) (1) (D): To describe any maintenance agreements, covenants, or construction contract documents

that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: The community will have a homeowners association which will ensure the maintenance of all common areas, including the recreational facilities. The homeowners association will be established through the recordation of covenants which will be recorded among the Land Records and which will be referenced on the final plats of subdivision.

12.0 CONFORMANCE WITH CRITERIA OF APPROVAL--DETAILED SITE PLANS

The Planning Board must find that the Detailed Site Plan satisfies the criteria of approval set forth in Section 27-285(b) of the Zoning Ordinance. These criteria are set forth below.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

Comment: The Applicant submits that the proposed DSP represents a reasonable alternative for satisfying the site design guidelines. The property is well suited for the proposed use. As noted above, the Subject Property is divided into three distinct development pods by the existing environmental features that are being preserved with the development. These environmental features create open areas that will provide attractive backdrops for the development, and views into these areas are being maintained along the internal roadways as well. In addition, pathways are being constructed through the main wooded area for the community to use for exercise and enjoyment. The project provides a connection to the Master Plan trail in historic Melwood Road to the west of the site, which will further connect the community to the Westphalia Town Center.

Finally, in addition to the payment of the fee to assist in the funding of the central park, which is just a short distance to the north, the Applicant is providing on site recreational facilities which will serve the specific needs of this community. These recreational facilities include a fenced recreation area with benches, a hardscape seating area, a tot lot, dog park, exercise stations and looped trails. The design satisfies the site design guidelines without requiring unreasonable costs. The architecture proposed in this application is from Stanley Martin Homes and consists of high quality design which provides a variety of facades to meet the needs of marketplace.

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development. The design guidelines themselves, set forth in Section 27-274, address parking, loading and circulation, lighting, views from public areas, green area, site and streetscape amenities, grading, service areas, public spaces and architecture. Each of these guidelines is addressed below:

Section 27-274(a)(1) General. The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan and helping fulfill the purposes of the zone in which the land is located. In this case, the Subject Property was originally developed in a low-density residential zone and utilized as an institutional use. It was placed in the M-X-T zone as part by the 2007 Westphalia Sector Plan in order to implement the recommendations of that plan to establish a regional center. The two primary developments included in that regional center are the Westphalia Town Center and the Parkside development. The Westphalia Town Center comprises more than 500 acres and is being developed as a Regional Urban Community. It abuts the western edge of the Subject Property but does not have access to the Subject Property due to environmental constraints. The Parkside Development comprises in excess of 750 acres. As

discussed above, the development proposed for the Subject Property will be compatible with the development ongoing and proposed in the Westphalia Town Center and Parkside developments.

The Specific Purposes of Conceptual Site Plans include explaining the relationships between the proposed uses and illustrating approximate locations of building and parking. The proposed DSP fulfills these specific purposes. The proposed residential divided into pods due to the existence of regulated environmental features, the retention of which will create a very desirable living environment.

Parking, Loading and circulation

General guidance is given regarding the location of parking and loading facilities. The proposed townhouses will provide adequate parking for both the residents and guests. The circulation pattern is consistent with that shown on the CSP, including the points of proposed interconnection with the roadway network in the Parkside development. The parking loading and circulation on site were designed to provide safe and efficient circulation. The parking is predominantly provided in the form of integrated garages and tandem driveways with sufficient depth to accommodate two additional vehicles. All of the proposed units will have two car garages with tandem parking spaces. These tandem parking spaces will ensure that sufficient parking is available to accommodate not only the residents but guests as well. In addition to the garage and driveways spaces, 142 parallel parking spaces are spaced throughout the community to provide additional guest parking. Spacing the spaces throughout the community on street eliminates the need for parking lots and allow for the spaces to be located more convenient to the units they serve.

Lighting

A lighting plan is provided with the detailed site plan. The lighting plan demonstrates that the internal roadways and other public areas of the site are adequately lit, but that such light will not spill off site.

Views

The proposed development is divided into pods separated by

regulated environmental features in the form of stream valleys and woods which will be retained. These features create desirable views for the dwelling units which will be adjacent to them. The development pods will have no visibility from any existing roadways, but limited visibility from the new street being constructed in Parkside which will serve as the primary point of access.

Green Area

Ample green area is provided on site and is distributed throughout the community. Green area is also preserved within the environmental areas along the perimeter of the developable area.

Site and Streetscape amenities

The residents will have site amenities provided that will enhance their quality of life. Streetlights and street trees will create an attractive streetscape throughout the community.

Grading

The site has been partially developed previously for the former institutional uses. These will be razed with the redevelopment of the proposed project. The Conceptual Stormwater Management which has been approved addressing grading in the vicinity of unsafe soils identified in one portion of the Subject Property.

Service Areas

No service areas are associated with the proposed single family attached homes.

Public Spaces

There are no public spaces designed into the proposed development, but recreational facilities and open space owned and maintained by the HOA are provided and will be available for use by the residents.

Architecture

The proposed architecture uses high quality materials and attractive design to create a community that will benefit the surrounding area. There are two widths of townhouses proposed in addition to both front and rear load units. The multiple façade variations and materials to provide a diversity of product choices.

Townhouses

Section 27-274(a)(11) addresses townhouses and three family dwellings. This consideration emphasizes the retention of trees along the rears of townhouses, the placement and orientation of groups of townhouses, the location of recreational facilities, architectural considerations and views of rears of townhouses from public rights of way. The site lends itself to the retention of woodlands by its development constraints. Many of the units will be designed to back up to retained natural features, and the property is proposed to be divided into small blocks which will minimize long linear strips of units. Recreational facilities are spread throughout the facility and will provide easy accessibility to residents in the community. At the time the CSP was approved, the original concept layout was reviewed by Urban Design and several recommendations were made to introduce more product diversity in the form of rear loaded townhouses, to break up the pods into smaller road connections and create more courtyard opportunities. These changes were incorporated in the CSP and the DSP reflects those changes. These changes enhance the overall quality and livability of the community and ensure conformance with the design guidelines.

- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

COMMENT: A Conceptual Site Plan was required for the Subject Property, which is referenced as CSP-19004. As discussed herein, the proposed Detailed Site Plan conforms to the CSP, and there are no conditions of approval which are applicable to the proposed DSP.

- (3) The Planning Board may approve a Detailed Site**

Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

COMMENT: The proposed Detailed Site Plan is not an infrastructure site plan and therefore this criterion is not applicable to the subject Detailed Site Plan.

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b) (5) .**

COMMENT: In addition to this specific finding, Section 27-282(e)(10) requires that a Statement of Justification be submitted describing how the proposed design preserves and restores the regulated environmental features to the to the fullest extent possible. For the Subject Property, the regulated environmental features were identified during the CSP and Preliminary Plan of Subdivision process and it was determined at that time that the regulated environmental features were being preserved to the fullest extent possible for disturbances related to the construction of required infrastructure related to site development generally. A Statement of Justification dated February 5, 2021 was filed with Preliminary Plan 4-19012 for disturbances required to construct the proposed community. These disturbances were evaluated and approved for impacts related to road construction, stormwater management outfalls, the construction of a recreational trail and the razing of existing structures. With the approval of the preliminary plan, the Planning Board found that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible. The proposed detailed site plan is consistent with the impacts approved as part of the preliminary plan.

In addition to the above findings, the Planning Board must make the findings set forth in Section 546(d)(1)-(11), which related specifically to the M-X-T zone. Each of the subsections will be set forth below, with a corresponding comment, which provides as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

Comment: The purposes of the M-X-T Zone are set forth in Section 27-542 of the Zoning Ordinance and each of the purposes is addressed above.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

COMMENT: The Subject Property was placed in the M-X-T zone through a Sectional Map Amendment approved after October 1, 2006. As noted above, however, there are no specific guidelines or standards recommended for the Subject Property in the Master Plan. However, there are Policies in the Sector Plan which are applicable to the proposed development. These policies were addressed in response to comments received from the Community Planning Division during SDRC consideration of the Preliminary Plan of Subdivision. Specifically, the following two Policies were addressed:

Policy 5—Residential Areas

Promote new residential development and preserve, protect, and enhance existing residential neighborhoods.

Strategy

Develop approximately 3,500 acres of new low- to medium-density residential areas in a manner that conserves and is integrated with approximately 1,300 acres of existing residential development in accordance with the overall development pattern concept.

Design Principles:

Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design:

- Feature the same quality design and treatments on the exposed façades as on the front façade of highly visible residences on corner lots and elsewhere.

- Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.
- Design single-family detached and attached homes and multifamily buildings so the mass of the living space and the front door dominates the front façade:
 - Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.
 - Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.
 - Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.

COMMENT: The proposed development constitutes a new community. The existing residential neighborhood accessing Melwood Road is preserved and protected by accessing the proposed development from P-615, the Master Plan roadway which extends through the Parkside development. During consideration of the Preliminary Plan, the Applicant received comments to provide more diversity of product type and to introduce alleys into the design. As a result, both 22' and 20' wide rear load garages were added, and the design was modified in order to include alleys. All of the front load garage units are design such that the garage is integrated into the unit and does not project beyond the main building of the façade.

Infrastructure Element

Policy 4—Design Principles

Develop a transportation system that incorporates design principles promoting the intended character of the Westphalia area and the desires of the Westphalia community.

Strategies

Alleys:

- Alleys are strongly encouraged in both residential and commercial areas and should be designed to accommodate delivery, service and emergency vehicles.
- Alleys are most encouraged behind developments that front onto roads with limited curb cuts and in sections where homes are placed back to back.

COMMENT: Due to the opportunity to back homes to the open space being retained, a majority of the units continue to be front load garage units. However, as noted above, the design of the proposed community was modified at the time of preliminary plan to include alleys to serve the 102 rear load garage units introduced into the development.

(3) The proposed development has an outward orientation which either is physically and visually integrated with

existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

Comment: The proposed development is largely screened from adjacent developments. Along the southern and southeastern boundary of the Subject Property are existing scattered homes in the R-A zone. The landscape plan demonstrates that the proposed development provides the required buffer required by Section 4.7 of the Landscape Manual. The development will access future Bridle Vale Road, but there is a strip of land between the Subject Property and the road which will be owned by the HOA for Parkside and further separate the proposed development from the developing community to the north.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

Comment: As stated above, existing woodlands provide substantially buffering between the subject Property and developments to the west and east. To the north is the developing Parkside community. To the south is existing development in the R-A zone which will be buffered in accordance with the requirements of the Landscape Manual.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

Comment: The proposed uses are being oriented on site to present a cohesive development.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

Comment: The proposed development will be constructed in a single phase. The timing of development will depend on the construction of Bridle Vale Road, which is to be constructed as part of the Parkside development.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity

within the development;

Comment: The proposed pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development, with a complete system of 5' wide sidewalks in addition to wider paths.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

Comment: As noted above, there are several areas designed for recreational use or open space that are well connected to the pedestrian network and easy to access. Details of the proposed street furniture, landscaping and recreational facilities are included with the detailed site plan.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

COMMENT: A traffic study was submitted with the CSP and the preliminary plan of subdivision which addressed the transportation facilities. A determination was made that adequate facilities will exist with the improvements as adopted with the preliminary plan.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the

time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

COMMENT: This provision is not applicable to this development.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

COMMENT: This provision does not apply to the Subject Property as it does not exceed 250 acres.

13.0. CONCLUSION

In conclusion, the Applicant submits that the proposed DSP represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. In addition, the other findings required for a Detailed Site Plans in the M-X-T zone can also be made. For these reasons, the Applicant respectfully requests approval of the DSP.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Th H', is written over a light blue rectangular background.

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2021-41

File No. 4-19012

R E S O L U T I O N

WHEREAS, Braveheart Land, LLC is the owner of a 68.70-acre parcel of land known as Parcel 10, said property being in the 15th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O); and

WHEREAS, on January 7, 2021, Braveheart Land, LLC filed an application for approval of a Preliminary Plan of Subdivision for 356 lots and 41 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19012 for Enclave at Westphalia was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 18, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on March 18, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-006-2016-03, and APPROVED a Variance from Section 25-122(b)(1)(G), and further APPROVED Preliminary Plan of Subdivision 4-19012 for 356 lots and 41 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:
 - a. Provide the center line of Melwood Road, indicate its width, and provide dimensions from the center line to the property line of the subject site.
 - b. Indicate the right-of-way dedication for master planned right-of-way Greenpoint Lane (C-636), 70 feet wide, through the subject site and provide the total area on the PPS.
2. Any nonresidential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
3. Development of the site shall be in conformance with the pending Stormwater Management Concept Plan (59055-2019-0) and any subsequent revisions.

4. Prior to approval of a final plat:
 - a. The final plat shall include the grant of 10-foot-wide public utility easements along both sides of all public rights-of-way and along one side of all private rights-of-way.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
 - c. At the time of final plat, the applicant shall dedicate the right-of-way at the western corner of the property for the future master plan road Greenpoint Lane (C-636), as shown on the approved preliminary plan of subdivision.
5. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities:
 - a. Standard five-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.
 - b. Continental style crosswalks crossing both points of vehicle entry along Bridle Vale Road (P-615), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Perpendicular or parallel Americans with Disabilities Act curb ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.
 - d. Outdoor bicycle parking at all community recreational areas.
 - e. A minimum eight-foot-wide shared-use path connecting the sidewalk to Road "A" and surrounding the Proposed Pond No. 4.
 - f. A minimum eight-foot-wide shared-use path connecting the sidewalk along Road "B" with the sidewalk along Road "G".

6. Prior to the approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities:
 - a. R4-11, "Bikes may use full lane" signage and shared-lane pavement markings (sharrows) along the subject site's frontage of Melwood Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
7. In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private on-site recreational facilities.
8. The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, at the time of detailed site plan.
9. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of private on-site recreational facilities, for approval prior to a submission of a final record plat. Upon approval by DRD, the RFAs shall be recorded among the Land Records of Prince George's County, Maryland and the liber and folio of the RFAs shall be noted on the final plat, prior to recordation.
10. The applicant and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities, prior to issuance of building permits.
11. The applicant shall make a monetary contribution into a "park club". The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars, as recommended by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*. The Maryland-National Capital Park and Planning Commission shall adjust the amount of the contribution using the Consumer Price Index for inflation at the time of payment. Monetary contributions shall be used for construction, operation, and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area.
12. Prior to approval of the final plat, the applicant shall enter into an agreement with the Prince George's County Department of Parks and Recreation establishing a mechanism for payment of fees into a "park club" account administered by the Maryland-National Capital Park and Planning Commission. If not previously determined, the agreement shall also establish a schedule of payments. The payment schedule shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded in the Land Records of Prince George's County, Maryland by the applicant prior to final plat approval.

13. Total development within the subject property shall be limited to uses which generate no more than 249 AM peak-hour trips and 285 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
14. Prior to issuance of each building permit, the applicant and the applicant's heirs, successors, and/or assignees shall, pursuant to the provisions of Prince George's County Council Resolution CR-66-2010 and the MD 4/Westphalia Road Public Facilities Financing and Implementation Program, pay to Prince George's County (or its designee) a fee of \$2,670.46 (in 2010 dollars) per dwelling unit, pursuant to the memorandum of understanding (MOU) required by CR-66-2010. The MOU shall be recorded in the land records of Prince George's County, Maryland. These unit costs will be adjusted based on an inflation cost index factor to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement at the time of the issuance of each permit.
15. Prior to the approval of any final plat for this project, pursuant to Prince George's County Council Resolution CR-66-2010, the owner/developer, its heirs, successors and/or assignees shall execute a memorandum of understanding (MOU) with the County that sets forth the terms and conditions for the payment of fees by the owner/developer, its heirs, successor and/or assignees, pursuant to the Public Facilities Financing and Implementation Program. The MOU shall be executed and recorded among the Land Records of Prince George's County, Maryland and the liber/folio noted on final plat of subdivision.
16. Except as provided in Condition 17, prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Bridle Vale Road extension; Extend the stub end of existing Bridle Vale Road for approximately 1,300 feet as a primary residential street to its terminus at Dower House Road.
17. In the event that Dower House Road has full financial assurances and is permitted for construction to the northern boundary of the subject property, the applicant may obtain building permits for Lots 1-3, Block A to allow for the completion of all necessary excavation and piers and footings of the three townhouse units.
18. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

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

19. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been completed and associated mitigation plans.
20. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-006-2016-03). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-006-2016-03), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

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

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

22. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.
23. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association, land as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision and Zoning Section of the Development Review Division of the Prince George's County Planning Department.

- b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
- c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
- d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.
- f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located approximately 3900 feet north of the intersection of Pennsylvania Avenue (MD 4) and Woodyard Road. The property is known as Parcel 10, described by deed recorded in Liber 41847 Folio 247 and consists of 68.70 acres in the Mixed Use-Transportation Oriented (M-X-T) Zone. The site is also located within the Military Installation Overlay (M-I-O) Zone for height. The site is subject to the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). This preliminary plan of subdivision (PPS) includes 356 lots and 41 parcels for single-family attached development. There is an existing building at the center of the site, which is to be razed. This building was constructed as the German Orphan Home of Washington in 1965. The facility is no longer in use. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations.

Section 25-122(b)(1)(g) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) requires that the preservation of specimen trees, champion trees, or trees that are associated with a historic site or structure have their critical root zones protected

through judicious site design. The applicant requested approval of a variance for the removal of seven specimen trees, which is discussed further in this resolution.

3. **Setting**—The property is located on Tax Map 91 in Grids A3, A4, B3, and B4 in Planning Area 78, and is zoned M-X-T. The surrounding properties are all within residential zones. The property to the north of the subject site is located in the Residential Medium Development Zone and is currently being developed with both single-family and two-family dwellings. The properties to the east are located within the Rural Residential (R-R) Zone and consist of single-family detached dwellings, vacant property, and a Potomac Electric Power Company (PEPCO) utility parcel. The PEPCO utility parcel is located in the R-R and Rural-Agriculture (R-A) Zone. The properties abutting the site to the south are also located in the R-A Zone and consist of single-family detached dwellings.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Residential	Residential
Acreage	68.70	68.70
Lots	0	356
Parcels	1	41
Dwelling Units	N/A	356
Gross Floor Area	42,050	N/A
Variance	No	Yes
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on January 22, 2021.

5. **Previous Approvals**—Prior approvals for this site include Conceptual Site Plan CSP-15003, PPS 4-16009, and Detailed Site Plan DSP-16045. CSP-15003 was approved by the Prince George's County Planning Board on December 1, 2016 (PGCPB Resolution No. 16-142), for an 85,733-square-foot group residential and medical facility. PPS 4-16009 was approved by the Planning Board on December 1, 2016 (PGCPB Resolution No. 16-143), for a group residential use on one 68.70-acre parcel. DSP-16045 was approved on April 6, 2017 (PGCPB Resolution No. 17-61), for 85,733-square-foot, 120 bed group residential and medical facility. The development approved under these applications was never implemented and single-family development is now proposed.

CSP-19004 was approved for the subject development by the Planning Board on April 16, 2020 (PGCPB Resolution No. 2020-62), for the development of 474 one-family attached (townhouse) dwelling units. This PPS supersedes PPS 4-16009. A new DSP will be required for the proposed development.

6. **Community Planning**—The subject site is within the Westphalia Sector Plan and SMA. The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Westphalia Sector Plan are evaluated as follows:

Plan 2035

The application is in the Established Communities Growth Policy area designated in Plan 2035. The vision for the Established Communities area is most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Sector Plan Conformance

The Westphalia Sector Plan recommends Low Density Residential and some Public-Private Open Space uses on the subject property.

SMA/Zoning

The SMA rezoned the subject property from R-A to the M-X-T Zone. The site is also located within the M-I-O Zone. Pursuant to Section 27-548.54(e)(2)(D), Requirements for Height, of the Prince George's County Zoning Ordinance, the application must comply with the requirements for height properties located in Conical Surface (20:1) – Right Runway Area (E). The height of proposed buildings will be evaluated further with the DSP.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the Westphalia Sector Plan.

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (59055-2019-0) and receipt, pending review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), were submitted with the subject application. According to the SWM concept plan, 45 micro-bioretenion facilities and 13 drywells are proposed on site. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.
8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements and recommendations of CSP-19004, the Westphalia Sector Plan, the Land Preservation, Parks and Recreation Plan for Prince George's County, and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* as policies in these documents pertain to public parks and recreational facilities.

The subject property consists of 68.70 acres of land located on the northeast side of Melwood Road, approximately 0.75 miles north of MD 4 and Woodyard Road. The subject property is bounded to the north by Bridle Vale Road (P-615), which is a master planned road, and Sections

5 and 6 of the Parkside development (which have obtained PPS approval). To the east are a few large lot single-family residences. At the northwestern corner of the site is Greenpoint Lane (C-636), which is a master planned road, and the Westphalia Center development (which has also obtained PPS approval). Master planned road P-615 will provide public street access to the subject property. The subject development is not adjacent to any existing Maryland-National Capital Park and Planning Commission (M-NCPPC) parkland.

The purpose of this PPS is to subdivide the property into 356 lots and 41 parcels for the development of 356 single-family attached dwelling units.

Since this development consists of a residential subdivision, Section 24-134(a) of the Subdivision Regulations is applicable with this PPS. Based on the density proposed, this development is subject to the mandatory dedication of 5.15 acres of parkland to M-NCPPC. As per the approved CSP-19004 for this property, the applicant is proposing private on-site recreational facilities to meet the mandatory dedication requirements, which is permissible per Section 24-135(b) of the Subdivision Regulations. This is recommended by the Westphalia Sector Plan and consistent with CSP-19004.

The applicant has provided a conceptual recreation facility plan for the development, which proposes three main “localized” amenity areas, along with a community wide loop trail system within the extensive green space area. The community wide loop trail system is to include exercise equipment and dog waste stations. The “localized” amenity areas may include fenced recreation areas with benches, overlook/gazebo, hardscape seating areas, tot lots, and/or dog parks. All these on-site recreational facilities will be detailed further with the DSP application for this project and shall be designed in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.

Westphalia Park Club

The Westphalia Sector Plan anticipated that major recreational needs of the residents of the sector plan will be addressed by contribution of the funds for the development of the “Westphalia Central Park.” The developers of Smith Home Farm, Westphalia Town Center, Moore Property, and Cabin Branch Village are committed to the implementation of the sector plan park system recommendations:

Smith Home Farm

Dedication of 145 acres of parkland dedication. Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on-site.

Westphalia Town Center

Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on site. Private recreational facilities in the project area.

Moore Property

Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on-site.

Cabin Branch Village

Monetary contribution of \$3,500 per dwelling unit in 2006 dollars. Private recreational facilities on site.

The Central Park site is suitable for providing major public recreational facilities, as envisioned by the sector plan. The monetary contribution for the construction of the recreational facilities in the Westphalia Central Park will provide the resources to create a unique focal area in the planned community, with surrounding developments overlooking the parkland and the roads and trails connecting to the park.

The applicant's proposal of private on-site recreational facilities will meet the requirements of Section 24-134(b) of the Subdivision Regulations. In addition, this development will be subject to a monetary contribution in the amount of \$3,500 per dwelling unit in 2006 dollars into a "park club" for the design and construction of the major public recreational facilities in the Westphalia Central Park, in accordance with the recommendations of the Westphalia Sector Plan.

9. **Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Westphalia Sector Plan, to provide the appropriate pedestrian and bicycle transportation facilities.

Existing Conditions, Sidewalks and Bike Infrastructure

The subject site is located along Melwood Road, approximately 1.50 miles east-southeast of the intersection of MD 4 and Suitland Parkway. There are currently no pedestrian or bicycle facilities built on the subject property. The area under review for the subject application is not within a 2002 General Plan Corridor or a 2035 General Plan Center and therefore, is not subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines – Part 2."

Previous Conditions of Approval

PPS 4-16009 and DSP-16045 were approved for a group residential facility use on the subject site. However, the construction of the facility never moved forward, and previously approved plans have no bearing on the application under review.

CSP-19004 was approved by the Planning Board in April of 2020 and would be considered the parent case to the subject application. While CSP-19004 did not have any binding prior conditions of approval regarding bicycle and pedestrian improvements, the subject application is reflective of the plan. The pedestrian and bicycle facilities incorporated into the CSP are maintained in this PPS.

Review of Master Plan Compliance

This development case is subject to the MPOT, which recommends the following facilities:

- Planned Side Path: C-636
- Planned Shared Roadway: Melwood Legacy Trail, P-615

The subject property abuts Melwood Road to the west and the submitted plans include a pedestrian and bicycle connection to Melwood Road. Melwood Road intersects with C-636, which is a planned road, and features a planned side path. The subject site is also adjacent to P-615, which is a planned road, and features a planned shared roadway.

The applicant shall provide “bikes may use full lane” signage assemblies and shared-lane markings (sharrows) along the subject site’s frontage of Melwood Road, subject to modification by DPIE, with written correspondence. In the submitted SDRC response to comments (Roe to Heath, February 11, 2021), the applicant indicated that they will confer with DPIE regarding the request for bicycle signage and shared-lane markings at this location.

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The property falls in the developing tier and will require five-foot-wide sidewalks on both sides of all new internal roads. The applicant shall provide five-foot-wide sidewalks on both sides of all new roads throughout the subdivision and the sidewalks shall be shown on the DSP.

The applicant shall provide continental style crosswalks across the drive aisles at both points of vehicle entry along P-615, parallel or perpendicular curb ramps at all locations within the subject site, and two bicycle racks at each of the proposed recreation areas, specifically Parcel B, Parcel I, and the recreational facility directly north of Parcel K. These facilities shall be shown on a DSP prior to its acceptance.

The applicant’s submission depicts a six-foot-wide shared-use path surrounding the SWM pond, a six-foot-wide shared-use path located on the western bounds of the subject property connecting to Melwood Road, a six-foot-wide shared-use path that connects the dwelling units on the west portion of the property and Road “B” with the residents on the east side of the property and Road “G,” and an eight-foot-wide shared-use path that runs through the forested area and

connects the northern amenity area near P-615 with the southern end of the property. Shared-use paths shall be a minimum of eight feet wide.

The subject site is located within property zoned M-X-T and is subject to additional requirements. Section 27-546 of the Zoning Ordinance discusses site plan requirements for properties in the M-X-T Zone. Section 27-546(d)(7) of the Zoning Ordinance is copied below.

7. The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

The submitted plans provide pedestrian facilities through the subject site. Additional sidewalks, crosswalks, wider shared-use paths, and strategically placed bicycle racks will contribute to this design requirement. Further review the proposed development will occur at the time of DSP to evaluate the conformance with the M-X-T Zone design guidelines.

This development is subject to Westphalia Sector Plan. A bicycle/pedestrian trail network is displayed as Map 11 (page 45). This map shows several pedestrian and bicycle facilities which will connect to the subject property upon construction, specifically the Melwood Legacy Trail. As previously noted, the applicant has provided an eight-foot-wide recreation trail which links the subject property to the Melwood Legacy Trail.

Within the Westphalia Sector Plan, the subject property falls within the Low-Density Residential category per Map 4: Land Use (page 19). Per Policy 5 - Residential Areas - Design Principles (page 31):

- **Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools.**

The 20 Bus serves the vicinity of the subject property to the direct south with five stops, specifically at the intersections of Marlboro Pike and Marwood Boulevard, Marlboro Pike and Woodyard Road, Old Marlboro Pike and Melwood Road, Old Marlboro Pike and Melwood Park Avenue, and Old Marlboro Pike and Roblee Drive. While the nearest stop is approximately 1.1 miles from the subject site, the proposed connection to Melwood Road and the Melwood Legacy Trail provides a connection to that stop.

Based on the preceding findings, the pedestrian and bicycle transportation facilities will serve the PPS, meet the findings required by Subtitle 24, and conform to the Westphalia Sector Plan and the MPOT.

- 10. Transportation**—The subject property is located within Transportation Service Area (TSA) 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level-of-service D, with signalized intersections operating at a critical lane volume of 1,450 or better. Mitigation, per Section 24-124(a)(6)

of the Subdivision Regulations, is permitted at signalized intersections within any TSA, subject to meeting the geographical criteria in the “Transportation Review Guidelines - Part 1- 2012” (Guidelines).

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

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

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

Analysis of Traffic Impacts

The applicant submitted a traffic impact study (TIS) with a date of November 2020. The findings outlined below are based upon a review of these materials and analyses conducted consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 at Westphalia Road/Old Marlboro Pike (signalized)	A/852	C/1254
Ritchie Marlboro Road at White House Road (signalized)	A/550	A/788
Ritchie Marlboro Road at Westphalia Road/Orion Drive *	12.7 seconds	23.1 seconds
Ritchie Marlboro Road at North Riding Road *	20.0 seconds	33.7 seconds
Ritchie Marlboro Road at Marlboro Ridge Road *	A/508	A/494
MD 4 at Suitland Parkway/Presidential Parkway (signalized)	C/1219	F/2387
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using The Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed. If the critical lane volume falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The traffic study identified 16 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 0.25 percent over six years was also applied to the traffic volumes. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 at Westphalia Road/Old Marlboro Pike (signalized)	F/1660	F/2157
Ritchie Marlboro Road at White House Road (signalized)	A/578	A/835
Ritchie Marlboro Road at Westphalia Road/Orion Drive *	17.7 seconds	30.7 seconds
Ritchie Marlboro Road at North Riding Road *	30.4 seconds	90.0 seconds
Ritchie Marlboro Road at Marlboro Ridge Road *	A/618	A/596
MD 4 at Suitland Parkway/Presidential Parkway - interchange	overpass	
MD 4 SB Ramps at Suitland Parkway (new interchange)	A/980	B/1090
MD 4 NB Ramps at Presidential Parkway (new interchange)	A/771	A/794
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using The Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed. If the critical lane volume falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the Guidelines, the study has indicated that the subject application represents the following trip generation:

Table 1 - Trip Generation							
		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Townhouse (Guidelines)	360 Units	50	199	249	185	100	285
Total new trips		50	199	249	185	100	285

The table above indicates that the proposed development will be adding 249 (50 in; 199 out) AM peak-hour trips and 285 (185 in; 100 out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 at Westphalia Road/Old Marlboro Pike (signalized)	F/1681	F/2217
Ritchie Marlboro Road at White House Road (signalized)	A/616	A/882
Ritchie Marlboro Road at Westphalia Road/Orion Drive * <i>Tier 2 – Minor Street Volume</i> <i>Tier 3 – CLV Test</i>	23.2 seconds >100 A/760	53.4 seconds >100 A/980
Ritchie Marlboro Road at North Riding Road * <i>Tier 2 – Minor Street Volume</i> <i>Tier 3 – CLV Test</i>	>200 seconds >100 A/856	>200 seconds >100 A/775
Ritchie Marlboro Road at Marlboro Ridge Road *	A/618	A/626
MD 4 at Suitland Parkway/Presidential Parkway - interchange	overpass	
MD 4 SB Ramps at Suitland Parkway (new interchange)	A/987	B/1118
MD 4 NB Ramps at Presidential Parkway (new interchange)	A/779	A/798
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using The Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed. If the critical lane volume falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Results from the total traffic revealed the following:

The MD 4 at Suitland Parkway/Presidential Parkway intersection will operate inadequately based on its current geometry. However, when analyzed as a proposed (fully funded) two-point diamond interchange, the results show that the interchange will operate adequately.

The intersection of MD 4 and Westphalia Road was found to be operating inadequately at all phases of the adequacy evaluations. This intersection has a previously approved Public Facilities Financing and Implementation Program (PFFIP) funding mechanism in place that will ultimately upgrade the intersection to a grade-separated interchange, with interim improvements occurring until that point. It is recommended in the TIS that a condition be approved allowing the applicant to contribute funds to the PFFIP in lieu of off-site improvements at this intersection. This issue is discussed further.

Plan Comments

As of the Planning Board hearing, no feedback from either the Maryland State Highway Administration (SHA), or the Prince George's County Department of Public Works and Transportation has been received. The intersection of MD 4 and Westphalia Road is under the control of SHA. This intersection has been the subject of multiple evaluations for other

developments where pro-rated monetary contributions have been proffered before, with SHA concurrence.

A memorandum from DPIE (Giles to Heath) dated February 5, 2021 was received on February 18, 2021. In that memorandum, DPIE raised a number of issues, including some pertaining to the TIS submitted by the applicant. Below are some of the issues expressed (in bold) along with responses from the applicants traffic consultant.

DPIE: Exhibit 6 (Primary Trip Assignment) shows all the development's trips accessing the development via Bridle Ridge Road (an already built residential neighborhood road). There is a total of 252 and 288 vehicles per hour (vph) in the AM and PM respectively, that will use Bridle Ridge Road in addition to the already existing vehicles on this roadway. Exhibit 10 (Trip Assignment Future Scenario) shows a much more realistic trip assignment through multiple residential neighborhoods. Having all the development's trips through one existing residential neighborhood as shown in Exhibit 6 may trigger some safety concerns (i.e., speeding, aggressive driving, collisions at intersections). As such, the developer should be conditioned to not implement their trip assignment as shown in Exhibit 6.

TIS Response: The trip assignment shown on Exhibit 6 details a temporary condition where the future access via P-615 (via Presidential Parkway) has not yet been constructed. There are multiple other projects in the Westphalia Town Center that are constructing roadway infrastructure at a relatively fast pace. While the trip assignment shown on Exhibit 10 is considered a "future" condition, it is assumed that the extension of P-615 will occur in the near future as these adjacent developments are constructed and therefore it is unlikely that the "temporary" scenario with access to the site exclusively via Bridle Ridge Road will ever come to fruition. In addition, the trip assignment was conducted in a conservative method with all traffic to/from the north utilizing N Riding Road. It is likely that some percentage of these vehicles would also utilize Marlboro Ridge Road as discussed in the response to Comment #3.

It should also be noted that Bridle Ridge Road and new roadways within the vicinity of the Westphalia Town Center have all been constructed per Master Plan standards and to accommodate much larger volumes of traffic than currently utilize the roadway under existing conditions. Therefore, it is not anticipated that any significant safety concerns would occur in the event there is a short timeframe where the site traffic exclusively utilizes Bridle Ridge Road.

The applicant's explanation is adequate.

DPIE: We performed an internal queuing analysis at the future DPW&T signalized intersection of Ritchie Marlboro Road and North Riding Road and found queues on North Riding Road extending past Bridle Ridge Road. As such, the develop should be conditioned to provide one left and a shared left/right turn lane on North Riding

Road. By creating the double left turn lane, an additional lane should be provided on Ritchie Marlboro Road. The improvements on both Ritchie Marlboro Road and North Riding Road can be done with pavement marking only and no widening. The developer should be conditioned to add the travel lanes as described above. The approved signal plan should be revised to address this improvement.

TIS Response: SimTraffic queuing analyses were performed for the intersection of Ritchie Marlboro Road & N Riding Road. In order to provide the most conservative analysis, the Total Peak Hour Volumes shown on Exhibit 7 with all site traffic utilizing N Riding Road was evaluated (no P-615 site access). Refer to the response to Comment #1 for discussion regarding this temporary condition. In addition, refer to the response to Comment #3, and the attached exhibits for the volumes used for the purposes of the SimTraffic analyses as thru traffic along Ritchie Marlboro Road has been increased due to the inclusion of two additional background developments. It should be noted that the proposed signal at this intersection will be installed as a condition of the approved and currently under construction Marlboro Ridge development.

The applicant's explanation is adequate.

DPIE: The developer should revise the TIA to include the traffic volumes from the Greater Morning Star Apostolic Church and The Venue as background developments.

TIS Response: The Venue and the remaining trips from the Greater Morning Star Apostolic Church (PGCPB No. 4-97107) have been included in the background developments. A supplemental analysis has been included with this response. As shown, the findings of the study remain unchanged from the previous submission. As noted in the response to Comment #2, the updated volumes as a result of these background developments being included in the study were utilized for the purposes of the SimTraffic analyses of N Riding Road at Ritchie Marlboro Road. Note that the Synchro analyses were not updated on the Results table from the previous submission as all unsignalized intersections meet the third tier CLV requirement for adequacy (updated CLVs are shown on the results tables). The updated CLV worksheets are included with this report.

All of the traffic-related concerns expressed by DPIE have been adequately addressed.

Westphalia Public Facilities Financing and Implementation Program (PFFIP)

One of the conclusions cited in the applicant's traffic study was the fact that with monetary contributions towards the construction of the planned interchange at the MD 4/Westphalia Road intersection, the development would meet the requirements for transportation adequacy, pursuant to Subtitle 24 of the County Code.

On October 26, 2010, the County Council approved Prince George's County Council Resolution CR-66-2010, establishing a PFFIP district for the financing and construction of the MD 4/Westphalia Road interchange. Pursuant to CR-66-2010 (Sections 6, 7 and 8) staff prepared a cost allocation table (Table) that allocates the estimated \$79,990,000 cost of the interchange to all the properties within the PFFIP district. CR-66-2010 also established \$79,990,000 as the maximum cost on which the allocation can be based. The allocation for each development is based on the proportion of average daily trips contributed by each development passing through the intersection, to the total average daily trips contributed by all the developments in the district passing through the same intersection. The ratio between the two sets of average daily trips becomes the basis on which each development's share of the overall cost is computed.

The analyses in the TIS were based on a density of 360 units. However, the revised site layout shows only 356 dwelling units being proposed. These units will therefore generate 249 (50 in, 199 out) AM peak trips, 285 (185 in, 100 out) PM peak trips and $(356 \times 8 =) 2,848$ daily trips. The trip assignment from the TIS, indicates that 35 percent of the site daily trips $(2,848 \times 0.35 = 997)$ will pass through the intersection of Westphalia Road and MD 4. Based on 997 daily trips, this site's contribution for the PFFIP was computed as \$950,684.98 (2010 dollars). Given that 356 dwelling units are being proposed, the unit cost computes as \$2,670.46 per dwelling unit. An attached spreadsheet provides greater detail of this computation.

Master Plan and Site Access

The property is in an area where the development policies are governed by the Westphalia Sector Plan, as well as the MPOT. On the westernmost corner of the site runs the alignment of master plan road C-636, an unbuilt road requiring 70 feet of dedication. The planned developments immediately to the north and south of the subject property have both dedicated rights-of-way of 70 feet, and the applicant shall provide the same amount of dedication for this development. It is worth mentioning that the total amount of dedication required from the subject site is approximately 4,762 square feet or 0.11 acre. No development is being proposed within the proposed right-of-way for C-636.

The subject property currently fronts on Melwood road to the east, a rural residential street from which there will be no access to the site. There are two points of access being proposed for the subject development. Both access points will be to a future road (P-615) entirely within the adjacent property (Parkside Sections 5 and 6; PPS 4-16001) to the north. Because the future P-615 master planned road is currently unbuilt, the approval of this application is conditional on the completion of the construction of P-615, and its connection to the stub end of Bridle Ridge Road to the east. All other aspects of the site regarding access and layout are deemed to be acceptable.

Based on the preceding findings, adequate transportation facilities will exist to serve the PPS, as required, in accordance with Section 24-124 of the Subdivision Regulations.

11. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2001. The subject property is located within School Cluster 4, as identified the Pupil Yield Factors and Public-School Clusters 2020 update. The results of this analysis are as follows:

Impact on Affected Public School Clusters by Dwelling Units

	Affected School Clusters		
	Elementary School Cluster 4	Middle School Cluster 4	High School Cluster 4
Townhouse (TH) Dwelling Units	356 DU	356 DU	356 DU
Pupil Yield Factor (PYF) – Townhouse	0.114	0.073	0.091
TH x PY=Future Subdivision Enrollment	41	26	32
Adjusted Student Enrollment 9/30/19	12,927	9,220	7,782
Total Future Student Enrollment	12,968	9,246	7,814
State Rated Capacity	15,769	9,763	8,829
Percent Capacity	82 percent	95 percent	89 percent

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 per dwelling if the building is included within a Basic Plan or CSP that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. This project is outside of the I-495 Capital Beltway; thus, the surcharge fee is \$16,698. This fee is to be paid to DPIE at the time of issuance of each building permit.

- 12. Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, police and water and sewerage facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated February 16, 2021 (Perry to Heath), incorporated by reference herein. Fire and rescue require additional discussion as follows:

Fire and Rescue

This PPS was reviewed for adequacy of fire and rescue services, in accordance with Section 24-122.01(d) of the Subdivision Regulations. The response time standard established by Section 24-122.01(e) of the Subdivision Regulations is a maximum of seven minutes travel time from the first due station. Prince George’s County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of January 27, 2021, the subject project fails the seven-minute travel time test from the first due station, Forestville VFD Co. 823 located at 8321 Old Marlboro Pike in Upper Marlboro. Mitigation is not required, however, because a Forestville Fire/EMS station is identified to be located in Planning Area 78 Westphalia and Vicinity and listed in the Fire/EMS section of the Prince George's County FY 2020-2025 Approved Capital Improvement Program and Capital Budget. The Department has reported that there is adequate equipment to meet the standards stated in Prince George’s County Council Bill CB-56-2005.

- 13. Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public right-of-way of Melwood Road and includes an internal network of private streets. Section 24-128(b)(12) of the Subdivision Regulations requires that 10-foot-wide PUEs be provide along one side of all private streets. The required PUEs are delineated on the PPS along the private streets as well as public right-of-way Melwood Road.

- 14. Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject was high. A Phase I archeology survey was completed on a 28-acre portion of the subject property in 2008. Two archeological sites were identified. Site 18PR1104 comprised of a mid-19th to late-20th century dwelling site and site 18PR1105 was identified as an early to mid-20th century trash scatter. Phase II investigations were recommended on both sites.

The original Phase I study did not include the entire property, therefore, Historic Preservation staff recommended that the portion of the property, not covered in the earlier study be surveyed for archeological resources. Phase I investigations of the portion of the property not previously surveyed and Phase II evaluations of sites 18PR1104 and 18PR1105 were conducted on the subject property in June 2019. No additional archeological sites were identified on the portions of the property not previously investigated. Phase II evaluation of sites 18PR1104 and 18PR1105 did not identify any intact soil layers or features. Both sites were extensively disturbed by the destruction of buildings located in those areas in the late 20th century. Therefore, no further work is required on the subject property. No additional archeological investigations are necessary on the subject property. The draft report for the Phase II and additional Phase I investigations were reviewed by Historic Preservation staff in February 2020 and copies of the final report have been received.

- 15. Environmental**—The following applications and associated plans have been reviewed for the subject site:

Development Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
NRI-090-05	N/A	Staff	Approved	9/15/2005	N/A
NRI-090-05-01	N/A	Staff	Approved	4/28/2016	N/A
NRI-090-05-02	N/A	Staff	Approved	11/14/2016	N/A
CSP-15003	TCP1-006-16	Planning Board	Approved	12/1/2016	16-142
4-16009	TCP1-006-16-01	Planning Board	Approved	12/1/2016	16-143
DSP-16045	TCP2-005-2017	Planning Board	Approved	4/6/2017	17-61
CSP-19004	TCP1-006-16-02	Planning Board	Approved	4/16/2020	2020-62
NRI-090-05-03	N/A	Staff	Approved	10/21/2020	N/A
4-19012	TCP1-006-16-03	Planning Board	Approved	3/18/2021	2021-41

Proposed Activity

The applicant is requested approval of a PPS and a Type 1 Tree Conservation Plan (TCP1-006-16-03) for the development of 356 lots and 41 Parcels for single-family attached dwellings.

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new PPS.

Site Description

A review of the available information indicates that streams, 100-year floodplain and steep slopes occur on the property. The predominant soils found to occur, according to the US Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Adelphia-Holmdel complex, Dodon fine sandy loam, Marr-Dodon complex and Westphalia-Dodon soils series. According to available mapping information, Marlboro clay does not occur on this property; however, a small area of Marlboro clay evaluation area is located in the northwest corner of the property. There is Potential Forest Interior Dwelling Species (FIDS) habitat mapped on-site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species on or in the vicinity of this property. The site has three stream systems that drain northward towards Cabin Branch, connecting to the Western Branch watershed, and then to the Patuxent River basin. According to the 2017 *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*, the site contains regulated and evaluation areas.

Master Plan Conformance

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035: The Established Communities of the General Plan Growth Policy Map and Residential Low designation of the General Plan Generalized Future Land Use.

Westphalia Sector Plan

In the sector plan, the Environmental Infrastructure Section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project.

Policy 1: Protect, preserve, and enhance the identified green infrastructure network within the Westphalia Sector Planning Area.

According to the Green Infrastructure Plan, the site contains regulated and evaluation areas associated with the three stream systems on the adjacent site. The Applicant has demonstrated that the regulated areas, included in the primary management area (PMA), have been preserved and/or restored to the fullest extent possible.

Policy 2: Restore and enhance water quality of receiving streams that have been degraded and preserve water quality in areas not degraded.

An unapproved SWM concept plan has been submitted which shows the use of 13 drywells, 45 micro-bioretenion facilities, and four ponds to manage the stormwater of the development of 356 townhomes. The current project is in review as a site development concept plan with DPIE.

Policy 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

Green building techniques and energy conservation technique should be applied as appropriate and is encouraged at the building design stage.

Conformance with Countywide Green Infrastructure Plan

According to the approved *Countywide Green Infrastructure Plan*, the site contains regulated and evaluation areas within the designated network of the plan. While the Green Infrastructure elements mapped on the subject site will be impacted, the site was previously developed with an institutional use and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Previous Approvals

Prince George's County Planning Board Resolution No. 2020-62 for CSP-19004 and TCP1-006-2016-03 was adopted by the Planning Board on May 7, 2020. The technical environmental conditions of approval found in PGCPB Resolution No. 2020-62 have been addressed.

ENVIRONMENTAL REVIEW

Natural Resources Inventory Plan/Existing Features

An approved Natural Resource Inventory, NRI-090-05-03, in conformance with the environmental regulations that became effective September 1, 2010, was submitted with the application. The site contains regulated environmental features (steep slopes, streams, stream buffers, and floodplain) which comprise the PMA. There are nine specimen trees scattered throughout the property. The TCP1 and the PPS show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

The site is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland.

The site contains a total of 50.35 acres of woodlands and 2.35 acres of wooded floodplain. The site has a woodland conservation threshold of 15 percent or 9.95 acres. The TCP1 proposes to clear 30.48 acres of woodland resulting in a total woodland conservation requirement of 17.57 acres. The TCP1 proposes to meet the requirement fully with on-site preservation.

The TCP1 plan as resubmitted does not require technical changes to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

The site contains nine specimen trees with the ratings of fair to excellent. The removal of seven specimen trees is requested.

Review of Subtitle 25 Variance Request

A Subtitle 25 variance application, a statement of justification (SOJ) in support of a variance, and a tree removal plan were received for review on January 7, 2021.

Section 25-119(d)(1) of the WCO contains six required findings be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the seven specimen trees and details specific to individual trees have also been provided in the following chart.

**SPECIMEN TREE SCHEDULE SUMMARY FOR 7 TREES PROPOSED FOR REMOVAL
ON TCP1-006-2016-03**

ST Number	COMMON NAME	DBH (in inches)	CONDITION	APPLICANTS PROPOSED DISPOSITION	NOTES / RECOMENDATIONS
22	Willow Oak	47.1	Excellent	Remove	
32	Willow Oak	59.9	Excellent	Remove	
52	Tulip Poplar	35.8	Excellent	Remove	
53	Tulip Poplar	35.9	Excellent	Remove	
54	White Oak	34.1	Fair	Remove	
55	White Oak	37.2	Excellent	Remove	
56	Silver Maple	37	Excellent	Remove	

Statement of Justification Request

A variance to Section 25-122(b)(1)(G) of the WCO is requested for the clearing of seven specimen trees on-site. The site consists of 68.70 acres and is zoned M-X-T. The current proposal for this property is to develop townhomes. This variance is requested to the WCO which requires, under Section 25-122, that “woodland conservation shall be designed as stated in this Division unless a variance is approved by the approving authority for the associated case.” The Subtitle Variance Application form requires an SOJ of how the findings are being met.

(a) Special conditions peculiar to the property have caused the unwarranted hardship.

This site is zoned M-X-T and proposes townhomes. The site is divided into three development pods due to environmental features that separate each section. The existing site conditions, such as streams, steep slopes, and regulated buffers, limit the extent of developable space. In order to have developable and functional use for residential development, the specimen trees located within the limits of disturbance must be removed. Any additional loss in developable area for specimen tree retention will cause the site to not meet its development requirements and will cause the applicant an unwarranted hardship.

(b) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Based on the various site constraints (steep slopes, streams, stream buffers, and 100- year floodplain which comprise the PMA), the granting of this variance to clear specimen trees outside of the PMA will allow the project to be developed in a functional and efficient manner. If other properties encounter trees in a similar condition and in a similar location on a site, the same considerations would be provided during the review of the required variance application.

- (c) **The request is not based conditions or circumstances which are the result of actions by the applicant.**

This request is not based on conditions or circumstances which are solely the result of actions by the applicant. The applicant has attempted to provide a layout that meets zoning requirements and provide an efficient layout based upon the high-density zone's goal and to protect the existing environmental features. The request is not the result of actions by the applicant.

- (d) **The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and**

This request is not based on conditions related to land or a building use on a neighboring property.

- (e) **Granting of the variance will not adversely affect water quality.**

The removal of seven specimen trees will not adversely affect water quality. The proposed development will not adversely affect water quality because the project is subject to the requirements of the Maryland Department of the Environment, the Prince George's County Soil Conservation District related to sediment and erosion control, and approval of SWM by DPIE. The applicant is proposing to meet the woodland conservation threshold with on-site preservation.

The required findings of Section 25-119(d) of the WCO have been adequately addressed by the applicant for removal of seven specimen trees (ST 22, 32, 52, 53, 54, 55, and 56).

Regulated Environmental Features / Primary Management (PMA)

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.

Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary if the site has been designed to place the outfall at a point of least impact. The types of impacts that should be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

Seven PMA impacts are proposed; one for a recreational trail, one for the removal of existing structures, and five for stormdrain outfalls. An SOJ in support of a variation for impacts to regulation environmental features was received with the application.

Statement of Justification

The SOJ includes a request to impact a total of 54,205 square feet of the PMA. The total impact includes 21,898 square feet of temporary PMA impact for the removal of the existing structures, and the installation of a recreation trail on-site. The remaining 35,507 square feet of PMA impact is for five stormdrain outfalls, which will be permanent impacts.

Analysis of Impacts

Based on the SOJ, the applicant is requested a total of seven impacts as described below:

Impact 1 – PMA and stream buffer impacts totaling 4,268 square feet is requested for construction of a stormdrain outfall and the grading for the device. Because of the surrounding slopes, the outfall must be designed to be closer to the stream so that it will not be a source of future erosion. The outfall was designed, and the limits of disturbance set to minimize the area to be disturbed. This is a permanent impact.

Impact 2 – PMA and stream buffer impacts totaling 4,424 square feet is requested for construction of a stormdrain outfall and the grading for the device. Because of the surrounding slopes, the outfall must be designed to be closer to the stream so that it will not be a source of future erosion. The outfall was designed, and the limits of disturbance set to minimize the area to be disturbed. This is a permanent impact.

Impact 3 – PMA and stream buffer impacts totaling 7,075 square feet is requested for the removal of the existing structures that are located in the PMA. There is currently no forest in this location. At the time of razing the structures the area will be graded to tie existing grades and will be planted with trees. This will create a natural buffer for the stream. This is a temporary impact.

Impact 4 – PMA and stream buffer impacts totaling 14,823 square feet is requested for the creation of an eight-foot-wide paved recreation trail that is 1,400 linear feet long. The trail has been designed to follow the existing contours and no forest is proposed to be removed, however, there will be the need to remove understory. Approximately 823 square feet will need to be cleared and graded to accommodate 60 lateral feet of the trail. This impact is temporary in nature.

Impact 5 – PMA and stream buffer impacts totaling 486 square feet is requested for construction of a stormdrain outfall and the grading for the device. Because of the surrounding slopes, the outfall must be designed to be closer to the stream so that it will not be a source of future erosion. The outfall was designed, and the limits of disturbance set to minimize the area to be disturbed. This is a permanent impact.

Impact 6 – PMA and stream buffer impacts totaling 15,520 square feet for construction of a stormdrain outfall and clearing for downstream ponds. A majority of this disturbance is to meet the State and County stormwater regulations. Because of the surrounding slopes, the outfall must

be designed to be closer to the stream so that it will not be a source of future erosion. The outfall was designed, and the limits of disturbance set to minimize the area to be disturbed. This is a permanent impact.

Impact 7 – PMA and stream buffer impacts totaling 7,809 square feet is requested for construction of a stormdrain outfall and the grading for the device. Because of the surrounding slopes, the outfall must be designed to be closer to the stream so that it will not be a source of future erosion. The outfall was designed, and the limits of disturbance set to minimize the area to be disturbed. This is a permanent impact.

Analysis of Impacts

The site contains significant regulated environmental features, which are required to be protected under Section 24-130(b)(5) of the Subdivision Regulations. Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits provided, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. The impacts necessary for the SWM outfalls, removal of existing structures, and a recreation trail are reasonable for the orderly and efficient redevelopment of the subject property.

Scenic and Historic Roads

Melwood Road is designated a historic road in the MPOT. The 2010 *Prince George's County Landscape Manual* (Landscape Manual) addresses the requirements regarding buffers on scenic and historic roads. These provisions will be evaluated at the time of DSP review. Adjacent to a historic road, the Landscape Manual requires a Section 4.6 (Buffering Development from Special Roadways) landscape buffer based on the development tier (now ESA 2). In ESA2, the required buffer along a historic road is a minimum of 20 feet wide to be planted with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveway openings. Landscaping is a cost-effective treatment which provides a significant visual enhancement to the appearance of a historic road.

The Special Roadway buffer must be located outside of the right-of-way and PUEs, and preferably by the retention of existing good quality woodlands, when possible.

16. Urban Design—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated as follows:

Conformance with the Zoning Requirements

The exhibit and revisions to the PPS, submitted on February 11, 2021, provided clarifications regarding parking, including parking for visitors, building orientation, pedestrian circulation and on-site private recreation amenities requested at the time of the SDRC meeting. The exhibit and revised PPS satisfactorily address Urban Design Section's questions and concerns raised at the SDRC meeting. While specific development criteria will be evaluated at the time of DSP review, the lotting pattern and site layout provided by the PPS are acceptable for the townhouse development.

The subject property is also in the M-I-O Zone for height. Conformance with the requirements of Conical Surface, Right Runway (E) for height will be evaluated at the time of DSP review.

Conformance with the Prior Approvals

CSP-19004 was approved by the Planning Board (PGCPB Resolution No. 2020-62) on April 16, 2020, for development of 475 townhouse units. The proposed use and layout of this PPS is generally consistent with CSP-19004. The number of residential units proposed by the PPS is under the maximum allowed, as approved in CSP. No condition of CSP approval is applicable to the review of this PPS.

Previous development approvals associated with the former orphanage and proposed rehabilitation center were never constructed at the site. The Enclave at Westphalia project, including the CSP, PPS, and future DSP will supersede prior approvals associated with past uses on this site.

Conformance with the 2010 Prince George's County Landscape Manual

At the time of DSP review, the proposed development will be required to demonstrate conformance with the requirements of Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The subject site, being zoned M-X-T, is required to provide a minimum of 10 percent of the gross tract area covered with tree canopy. The subject site is 68.70 acres in size and will be required to provide 6.87 acres in tree canopy coverage. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP.


BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, March 18, 2021, in Upper Marlboro, Maryland.

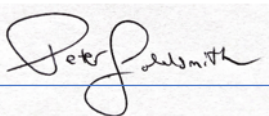
Adopted by the Prince George's County Planning Board this 8th day of April 2021.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:AH:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: March 31, 2021



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2020-62

File No. CSP-19004

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 16, 2020, regarding Conceptual Site Plan CSP-19004 for The Enclave at Westphalia, the Planning Board finds:

- Request:** The subject application proposes a conceptual site plan (CSP) for the development of 475 one-family attached (townhouse) dwelling units.
- Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T/M-I-O	M-X-T/M-I-O
Use(s)	Vacant	One-Family Attached Dwellings
Gross Acreage	68.70	68.70
Floodplain Acreage	2.35	2.35
Net Developable Acreage	66.35	66.35
Total Gross Floor Area (sq. ft.)	42,050 (to be removed)	897,750
Dwelling Units Total (Townhouses)	0	475

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed	0.40 FAR
Residential	1.00 FAR*
Total FAR Permitted	1.40 FAR
Total FAR Proposed	0.31 FAR

Note: *Additional density is permitted, in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

- Location:** The subject project is located on the eastern side of Melwood Road, approximately 3,900 feet north of its intersection with MD 4 (Pennsylvania Avenue), within Planning Area 78 and Council District 6. The project is located northeast of the Town Center area of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). This site is located within Conical Surface (Right Runway) Area E of the Military Installation Overlay (M-I-O) Zone.

4. **Surrounding Uses:** The subject property is bounded to the north by vacant land approved for single-family residential development as part of the Parkside development in the Residential Medium Development Zone; to the east by a powerline and single-family attached development in the Rural Residential (R-R) and Residential-Agricultural (R-A) Zones; to the south by single-family detached residential development in the R-A Zone and Melwood Road; and to the west by Melwood Road, vacant land in the Mixed Use-Transportation Oriented (M-X-T) Zone, and residential development in the R-R Zone.
5. **Previous Approvals:** The site is the subject of Special Exception SE-1103, approved by the Prince George's County Planning Board on November 20, 1964, for an orphanage (German's Orphans Home) and Special Exception SE-2496, approved by the Prince George's County District Council on April 13, 1971. There are several existing, vacant structures on the property, including the largest, a 24,000-square-foot building. There are several other structures which include a greenhouse, a stage, a gazebo, a shed, a pavilion, and two other buildings that all will be removed as part of the subject project. The most current approval, in 2017, was Detailed Site Plan DSP-16045 for a rehabilitation facility, which was never constructed. The Westphalia Sector Plan and SMA rezoned the property from the R-A Zone to the M-X-T Zone. The site is also subject to approved Stormwater Management (SWM) Concept Plan 59055-2019-00.
6. **Design Features:** The subject site is proposed to be developed with 475 one-family attached (townhouse) dwelling units in two development pods, separated by a stream valley. The development proposes access from a master plan road, P-615, which is located just north of this property, within the Parkside development, as approved by Specific Design Plan SDP-1302. There will be a single access point to each development pod from the road. The CSP shows a circular street network with gridded blocks extending from the main spine roads. All townhouses are shown to have direct access to the streets, with sidewalks on both sides of the street throughout the development. Trails will connect the development pods to each other on the south end of the central stream valley and to the Melwood Legacy Trail in the southwest corner of the site.

There is a small area of land, indicated on the plan to be dedicated, on the far western portion of the site for a master plan collector roadway, C-636. Melwood Road, which is adjacent to the site on its western and on a portion of the southern boundary, is shown to terminate in a cul-de-sac and will be converted to a trail north of that.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the following requirements of the Zoning Ordinance:
 - a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in mixed-use zones.

- (1) The proposed one-family attached dwellings are permitted uses in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, this property would be limited to 475 townhouse units, as proposed in this CSP.
- (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) Retail businesses;
 - (2) Office, research, or industrial uses;
 - (3) Dwellings, hotel, or motel.

This CSP is permitted to include a single residential use, pursuant to Section 27-547(e) of the Zoning Ordinance, which provides:

- (e) **For property placed in the M-X-T Zone by a Sectional Map Amendment approved after October 1, 2006, and recommended for mixed-use development in the General Plan, and a Master Plan, or Sector Plan for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, a Conceptual Site Plan submitted for any property located in the M-X-T Zone may include only one (1) of the above categories, provided that it conforms to the goals, policies, and recommendations of the plan for that specific portion of the M-X-T Zone.**

More specifically, the subject project meets this requirement, as it was included in the Westphalia Sector Plan and SMA for which a comprehensive land use study was conducted by technical staff prior to initiation. It conforms to the goals, policies, and recommendations of the plan, which was for low-density residential on the property.

- b. Section 27-548 of the Zoning Ordinance, M-X-T Zone regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed, as follows:

(a) - Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR

(2) With the use of the optional method of development—8.0 FAR

The maximum floor area ratio (FAR) proposed for the subject development is 0.31, within the limits set above without the optional method. Although the code allows gross floor area (GFA) equal to an FAR 1.0 to be permitted where 20 or more dwelling units are provided, the applicant is not proposing to use the optional method of development.

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The applicant proposes to include the uses on the M-X-T-zoned property in multiple buildings on more than one lot, as permitted by the M-X-T regulations.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

This requirement is not applicable, since this application is for a CSP. The subsequent DSP approval will provide regulations for development on this property.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining incompatible land uses at the time of DSP.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed development is 0.31. This will be refined further at the time of DSP, relative to the final proposed GFA of the buildings, in conformance with this requirement.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

There are no private structures within the air space above, or in the ground below public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject case.

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

The subject project has frontage on Melwood Road, but proposes to cross the abutting property to the north, known as the Parkside development, to access master-planned road P-615. At the time of preliminary plan of subdivision (PPS), appropriate frontage and vehicular access for all lots and parcels must be properly addressed.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty**

(1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half ($\frac{1}{2}$) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The subject CSP proposes 475 townhouse units. Conformance with these specific townhouse requirements will be reviewed at the time of PPS and DSP, when detailed lot and building information is available.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

This subsection of the regulations for the M-X-T Zone is inapplicable to the subject project, as it does not involve the development of multifamily buildings.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

This requirement does not apply to this CSP, as the Westphalia Sector Plan and SMA identified no planning issues connected with the subject property. The CSP has been reviewed for conformance with the applicable regulations in the M-X-T Zone.

- c. In accordance with Section 27-546(d) of the Zoning Ordinance, in addition to the findings required to approve a CSP, the Planning Board shall make the following findings for projects in the M-X-T Zone:

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

The proposed development is in conformance with this requirement and serves the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential uses, will provide increased economic

activity proximate to the intersection of MD 223 (Woodyard Road) and MD 4 and the Westphalia Town Center. In addition, the proposed attached dwellings will allow more density on the site, while preserving the environmental features. This CSP promotes the many purposes of the M X-T Zone and contributes to the orderly implementation of the sector plan.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject property was rezoned to the M-X-T Zone by the Westphalia Sector Plan and SMA. There were no design guidelines or standards prescribed for the property. As such, the development proposed in this CSP will be subject to the applicable requirements of the M-X-T Zone and the required findings for approval of a CSP in the Zoning Ordinance.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed residential development has two access points to the north. The proposed development is physically integrated with the existing adjacent development by virtue of sidewalk and trail connections, and visually integrated by providing attract views. The subject project will assist in catalyzing development of the Westphalia Town Center located within walking distance of the subject property.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The subject project is compatible with the existing and proposed development in the vicinity, which is primarily residential in nature.

- (5) **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The proposed residential development will be one of the uses that makes up the overall tapestry of the future Westphalia Town Center. The proposed development will be accessible and integrated with the greater mix of uses within the Westphalia Sector Plan and SMA by virtue of the planned vehicular and pedestrian connections throughout the sector plan area.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The project is to be completed in a single phase. Therefore, this normally required finding need not be made for the subject project.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

A network of sidewalks provides a framework for pedestrian connections that mirrors that of the street network. Trails branch out to make connections between the pods of development and to the Melwood Legacy Trail in the southwest corner of the property. The pedestrian system will be further refined during preparation of the DSP, to ensure convenient, safe, and comprehensive pedestrian facilities, in accordance with this required finding.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

The above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of pedestrian and public spaces at the time of DSP.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The applicant submitted a traffic impact study (TIS) dated November 2019. The findings and conditions outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the 2012 "Transportation Review Guidelines, Part 1" (Guidelines). The following critical intersections, interchanges, and links, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 at Westphalia Road/Old Marlboro Pike (signalized)	F/3387	F/3658
Ritchie Marlboro Road at White House Road (signalized)	B/1005	A/910
Ritchie Marlboro Road at Westphalia Road/Orion Drive *	66.6 seconds	100.9 seconds
Ritchie Marlboro Road at North Riding Road *	200+ seconds	80.1 seconds
Ritchie Marlboro Road at Marlboro Ridge Road *	C/1185	A/624
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using The Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Background traffic has been developed for the study area using 16 approved, but unbuilt, developments within the study area. The following intersections were analyzed based on planned improvements to be provided by some of those approved developments. Those improvements are as follows:

- Ritchie Marlboro Road at White House Road (signalized)
Northbound Ritchie Marlboro Road is being restriped to provide two left-turn lanes and one shared left/through/right.
- Ritchie Marlboro Road at Westphalia Road/Orion Drive (proposed to be signalized)
Westphalia Road will be realigned to form a four-way intersection with Orion Lane, which is currently offset by approximately 200 feet.

A 0.25 percent annual growth rate, for a period of six years, has been assumed for through movements along the primary routes. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 at Westphalia Road/Old Marlboro Pike (signalized)	F/4040	F/4608
Ritchie Marlboro Road at White House Road (signalized)	B/1037	A/990
Ritchie Marlboro Road at Westphalia Road/Orion Drive *	172.1 seconds	126.5 seconds
Tier 3 – CLV Test	B/1141	C/1230
Ritchie Marlboro Road at North Riding Road *	>200 seconds	>200 seconds
Tier 3 – CLV Test	D/1435	A/781
Ritchie Marlboro Road at Marlboro Ridge Road *	D/1329	A/741
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using The Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the Guidelines, as well as the *Trip Generation Manual, 9th Edition* (Institute of Transportation Engineers), the study has indicated that the subject application represents the following trip generation:

Trip Generation Summary						
Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed 475 townhomes	67	266	333	247	133	380

Under total traffic, the following critical intersections identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 4 at Westphalia Road/Old Marlboro Pike (signalized)	F/4091	F/4708
Ritchie Marlboro Road at White House Road (signalized)	B/1086	B/1052
Ritchie Marlboro Road at Westphalia Road/Orion Drive * Tier 3 – CLV Test	>200 seconds C/1274	>200 seconds D/1399
Ritchie Marlboro Road at North Riding Road * Tier 3 – CLV Test	>200 seconds F/1662	>200 seconds B/1010
Ritchie Marlboro Road at Marlboro Ridge Road	D/1329	A/778
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using The Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The results of the analyses show that the following intersections fail the Tier 3-CLV Test:

- Ritchie Marlboro Road at Westphalia Road/Orion Drive (proposed to be signalized)
- Ritchie Marlboro Road at North Riding Road (unsignalized)

Both intersections will require the provisions of signal warrant studies. In addition, the TIS indicated that the link of P-615, between the proposed development and Ritchie Marlboro Road, will operate adequately from the standpoint of congestion.

One of the conclusions cited in the applicant's TIS was the fact that, with monetary contributions towards the construction of the planned interchange at the MD 4/Westphalia Road intersection, the development would meet the requirements for transportation adequacy, pursuant to Subtitle 24 of the Prince George's County Code.

On October 26, 2010, the County Council approved Council Resolution CR-66-2010, establishing a Public Facilities and Financing Implementation Program (PFFIP) district for the financing and construction of the MD 4/Westphalia Road interchange. Pursuant to CR-66-2010 (Sections 6, 7, and 8), a cost allocation table was prepared that allocates the estimated \$79,990,000 cost of the interchange to all properties within the PFFIP district. CR-66-2010 also established \$79,990,000 as the maximum cost on which the allocation can be based. The allocation for each development is based on the proportion of average

daily trips (ADT) contributed by each development passing through the intersection, to the total ADT contributed by all the developments in the district passing through the same intersection. The ratio between the two sets of ADT becomes the basis on which each development's share of the overall cost is computed. This contribution will be determined at the time of PPS.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be approved by the applicant.**

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject property measures 68.70 acres and, therefore, does not meet the above acreage requirement. Further, it is not being developed as a mixed-use planned community. Therefore, this finding need not be made for the subject project.

- d. The CSP is in conformance with the applicable CSP site design guidelines contained in Section 27-274 of the Zoning Ordinance. The subject development provides a more compact urban layout and, in accordance with Section 27-274(a)(11)(B), the units front on roadways.
- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Therefore, the parking calculations should be removed from the CSP, as conditioned herein. Adequate visitor parking for all residential units will need to be addressed at the time of DSP.

8. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland.

The site contains a total of 50.35 acres of woodlands and 2.35 acres of wooded floodplain. The site has a woodland conservation threshold of 15 percent or 9.94 acres. The Type 1 Tree Conservation Plan (TCP1-006-2016-02) proposes to clear 31.82 acres of woodland, resulting in a total woodland conservation requirement of 17.89 acres. The TCP1 proposes to meet the requirement fully with on-site preservation. Technical revisions are required to the TCP1 prior to certification of the CSP, as conditioned herein.

9. **Other site plan-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
 - a. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The subject site is 68.70 acres and the required TCC is 6.87 acres. Conformance to the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP for the project.
 - b. **2010 Prince George's County Landscape Manual:** This M-X-T development will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.
10. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation**—The Planning Board adopts, herein by reference, a memorandum dated February 25, 2020 (Stabler to Hurlbutt), which noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject site is high. A Phase I archeology survey was completed on a 28-acre portion of the subject property in 2008. Two archeological sites were identified; Site 18PR1104 comprised of a mid-19th to late-20th century dwelling site and site 18PR1105 identified as an early to mid-20th century trash scatter. Phase II investigations were recommended on both sites.

The original Phase I study did not include the entire property; therefore, the Planning Board recommended that the portion of the property not covered in the earlier study be surveyed for archeological resources. Phase I investigations of the portion of the property not previously surveyed and Phase II evaluations of Sites 18PR1104 and 18PR1105 were conducted on the subject property in June 2019. No additional archeological sites were identified on the portions of the property not previously investigated. Phase II evaluation

of Sites 18PR1104 and 18PR1105 did not identify any intact soil layers or features. Both sites were extensively disturbed by the destruction of buildings located in those areas in the late 20th century. Therefore, no further work was recommended on the subject property. The Planning Board concurs that no additional archeological investigations are necessary on the subject property.

- b. **Community Planning**—The Planning Board adopts, herein by reference, a memorandum dated March 19, 2020 (McCary to Hurlbutt), which indicated that, pursuant to Part 3, Division 9, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application. However, pursuant to Section 27-546(d)(2), the proposed development is in conformance with the design guidelines intended to implement the development concept recommended by the Westphalia Sector Plan and SMA.
- c. **Transportation**—The Planning Board adopts, herein by reference, a memorandum dated March 17, 2020 (Burton to Hurlbutt), which indicated that they determined that, pursuant to Section 27-546 of the Zoning Ordinance, the plan conforms to the required findings for approval of the CSP. Adequacy, however, will be fully tested and determined at the time of PPS through the application of Section 24-124 of the Subdivision Regulations.

The property is in an area where the development policies are governed by the Westphalia Section Plan and SMA, as well as the 2009 *Approved Countywide Master Plan of Transportation*. The site will initially have access to P-615, an unbuilt, east-west, master-planned primary residential roadway that will connect the existing Marlboro Ridge development to the east and the Westphalia Town Center to the west. P-615 will eventually connect to MC-632 and C-636, west of the site. As of this writing, no decision has been made regarding the timing of the opening of P-615 and other roads to the west of the proposed site. Consequently, the TIS assumed that the site will have two full movement access points that will carry all site traffic to Ritchie Marlboro Road, by way of North Riding Road and Marlboro Ridge Road. If at the time of permitting, P-615 is not open to traffic to the west of the site, then the residents whose properties front on Marlboro Ridge Road could see an increase in daily traffic of approximately 3,800 trips. While this may not pose an issue from a capacity standpoint, many citizens may see this increase as a safety issue. This will need to be further evaluated at the time of PPS.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a CSP, as described in the Zoning Ordinance, if approved with conditions.

- d. **Trails**—The Planning Board adopts, herein by reference, a memorandum dated March 17, 2020 (Ryan to Hurlbutt), which provided the following summarized comments:

The proposed development is only residential. Future commercial development is planned for the Westphalia development, which will further support the purposes of the

M-X-T Zone. Several roadways and trail facilities are also planned within the area of the sector plan, which will provide residents with alternate methods of transportation within the vicinity of the project.

Due to the conceptual nature of the project, plans showing detailed conformance with complete streets principles have not been submitted. The submitted plans reflect that the pedestrian circulation network serves both sides of all internal roads, and features a pedestrian connection which will link the two pods of development.

During the review of the PPS and DSP, Transportation Planning staff will review pedestrian and bicyclist facilities in further detail, including the provision of sidewalks on both sides of all internal roads, and connections to P-615 and the Melwood Legacy Trail from the subject site.

The western/southwestern portion of the subject property is fronted by Melwood Road, which features the planned Melwood Legacy Trail shared roadway. The subject property will not have any vehicular access from Melwood Road. However, the location of Melwood Road presents an opportunity to link the internal bicycle and pedestrian network of the subject property to the Melwood Legacy Trail, establishing a more connected bicycle and pedestrian network within the Westphalia area. There is currently an existing driveway that connects the subject property to Melwood Road, and the applicant has updated the CSP to reflect a pedestrian connection in this area.

- e. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board adopts, herein by reference, a memorandum dated March 19, 2020 (Sun to Hurlbutt), in which DPR provided a list of the Westphalia Sector Plan goals, policies, and strategies related to park and recreational issues.

The Westphalia Sector Plan and SMA introduced the concept of a Central Park, a single major recreational complex serving the entire Westphalia area. The planned Westphalia Central Park is 276 acres of open space. The Enclave at Westphalia project is located approximately one-half mile from Westphalia Central Park. This Central Park will be accessible to the residents of this community through a system of roads and hiker/biker trails along future P-615, which connects to the future Woodyard Road. This large urban park will serve as a unifying community destination and an amenity for the entire Westphalia Sector Plan area. By participating in the Westphalia Park Club, the developers of Enclave at Westphalia will support construction of the park.

The Planning Board believes that the applicant should provide private on-site recreational facilities to serve the residents within the proposed community and make a monetary contribution in the amount of \$3,500 per dwelling unit in 2006 dollars into a “park club” for the design and construction of the major public recreational facilities in the Westphalia Central Park, as per the recommendations of the Westphalia Sector Plan and SMA. This will be further reviewed and determined at the time of PPS and DSP, when appropriate conditions will be implemented.

- f. **Environmental**—The Planning Board adopts, herein by reference, a memorandum dated March 21, 2020 (Finch to Hurlbutt), which offered the following:

Natural Resources Inventory/Environmental Features

An approved Natural Resources Inventory, NRI-090-05-02, in conformance with the environmental regulations that became effective on September 1, 2010, was submitted with the application. The site contains regulated environmental features (steep slopes, streams, floodplains, and their associated buffers), which comprise the primary management area (PMA), as well as specimen trees. The site statistics table on the NRI does not include any acreage for the PMA for the site, or the linear feet of regulated streams. Prior to certification of the CSP, the NRI shall be revised to include a complete site statistics table with all required elements and associated quantities.

The delineated PMA appears to correctly show the regulated environmental features on the CSP and TCP1, but the graphic line for the PMA is not identified on the TCP1 legend, and the CSP has no legend. Technical corrections are conditioned for both plans.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

A Subtitle 25 variance statement of justification (SOJ), dated September 11, 2019, in support of a variance was received for review. The SOJ requested the removal of seven of the eight specimen trees identified on the site, of which six were rated in excellent condition. The Planning Board approved a deferment of this review until later in the development process, when more detail with regard to the necessary infrastructure to develop the site, such as the ultimate rights-of-way, building locations, and location of SWM facilities, can be provided.

The applicant withdrew the Subtitle 25 variance request in a letter dated March 9, 2020 (Bickel to Finch). Prior to approval, the TCP1 shall be revised to provide a note below the specimen tree table to state that no variance was approved with the CSP for specimen tree removal.

Preservation of Regulated Environmental Features/Primary Management Area

The site contains regulated environmental features including streams, stream buffers, 100-year floodplain, and steep slopes, which comprise the PMA.

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly

attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized.

No SOJ for environmental impacts or impact exhibits was submitted with the CSP. The applicant's comments indicate that impacts to environmental features would be addressed at the time of PPS, when more detailed information will be available. At the time of PPS, a revised NRI shall be required which provides a complete site statistics table of the environmental features of the site, and a detailed SOJ for environmental impacts with quantification and associated exhibits shall be provided.

There are no impacts to regulated environmental features with this CSP because no SOJ was submitted and no limit of disturbance (LOD) is shown on the plans. Prior to certification, the CSP and TCP1 shall show an LOD that fully preserves all regulated environmental features.

Soils

The predominant soils found to occur on-site, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, are the Adelphia-Holmdel complex, Dodon fine sandy loam, Marr-Dodon complex and Westphalia-Dodon soils series. According to available mapping information, Marlboro clay occurs on or in the vicinity of this property; and a small area of Marlboro clay evaluation area is located in the northwest corner of the property and is shown on the NRI. The limits of the evaluation area shown on the NRI shall also be shown on the TCP1 using the Environmental Technical Manual standard symbols and labeling.

Currently, no impacts are proposed near the Marlboro clay evaluation area. The County may require a soils report, in conformance with County Council Bill CB-94-2004, during the permit review process if work is proposed within this evaluation area.

- g. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comments regarding the subject project.

- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts, herein by reference, a memorandum dated March 10, 2020 (Giles to Hurlbutt), in which DPIE offered numerous comments that will be addressed through their separate permitting process, which require dedication and a number of road improvements.
 - i. **Prince George's County Police Department**—The Police Department did not provide comments regarding the subject project.
 - j. **Prince George's County Health Department**—The Health Department did not provide comments regarding the subject project.
 - k. **Maryland State Highway Administration (SHA)**— SHA did not provide comments regarding the subject project.
 - l. **Verizon**—Verizon did not provide comments regarding the subject project.
 - m. **Potomac Electric Power Company (PEPCO)**— PEPCO did not provide comments regarding the subject project.
 - n. **Westphalia Sector Development Review Council (WSDRC)**— WSDRC did not provide comments regarding the subject project.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. As required by Section 27-276(b)(4) for approval of a CSP, based on the level of design information submitted with this application, which shows no proposed impacts, the regulated environmental features on the subject property have been preserved and/or restored, to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-006-2016-02, and further APPROVED Conceptual Site Plan CSP-19004 for the above-described land, subject to the following conditions:

- 1. Prior to certificate approval of the conceptual site plan (CSP), the following revisions shall be made to the plans and additional specified material be submitted:

- a. Revise the natural resources inventory to include a complete site statistics table, which includes all required elements and associated quantities in conformance with the Environmental Technical Manual.
 - b. Show the limits of disturbance on the CSP and Type 1 tree conservation plan that fully preserves all regulated environmental features, subject to modification at the time of preliminary plan of subdivision or detailed site plan.
2. Prior to certificate approval of the conceptual site plan, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Add the correct TCP1 number to the Woodland Conservation Worksheet and the TCP approval block.
 - b. Revise the legend to be consistent with the Environmental Technical Manual standard symbols and labeling, as needed. Forest Preservation shall be corrected to Woodland Conservation. The graphic line for the primary management area shall be added to the legend.
 - c. Use the correct graphic line, as included in the revised legend, to identify the primary management area on the plan, in accordance with the approved natural resources inventory.
 - d. Remove the disposition column from the Specimen Tree Table.
 - e. Add the following note under the Specimen Tree Table: "No Subtitle 25 Variance for the removal of specimen trees was approved with CSP-19004."
 - f. Label Melwood Road as a designated scenic road.
 - g. Delineate the location and width of buffering required by Section 4.6-2, Buffering Development from Special Roadways, of the 2010 Prince George's County Landscape Manual, along the frontage with Melwood Road so areas of existing trees for preservation can be identified.
 - h. Add a limit of disturbance to the plan.
 - i. Have the revised plan signed and dated by the qualified professional preparing the plan.
3. Prior to issuance of any building permits within the subject property, unless modified at the time of preliminary plan of subdivision pursuant to Section 27-546(d)(9) of the Prince George's County Zoning Ordinance, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- Ritchie Marlboro Road at Westphalia Road/Orion Drive (proposed to be signalized)
- Ritchie Marlboro Road at North Riding Road (unsignalized)

Conduct a traffic signal warrant study at the intersections above, and install these signals if deemed to be warranted and approved by the Prince George's County Department of Permitting, Inspections and Enforcement.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, April 16, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of May 2020.

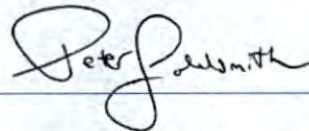
Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: April 21, 2020



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2021-147

File No. DSP-19017

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on December 9, 2021, regarding Detailed Site Plan DSP-19017 for Enclave at Westphalia, the Planning Board **FINDS**:

- Request:** This approval of a detailed site plan (DSP) is for residential development consisting of 356 single-family attached (townhouse) dwelling units in the Mixed Use-Transportation Oriented (M-X-T) Zone.
- Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T/M-I-O	M-X-T/M-I-O
Use	Vacant/Institutional	Single-Family Attached
Total Gross Acreage	68.70	68.70
Total Gross Floor Area (sq. ft.)	42,050 (to be razed)	760,530
Total Residential Units	0	356

Floor Area Ratio (FAR) in the M-X-T Zone

Base FAR Permitted	0.40
Total FAR Permitted*	1.40 FAR*
Total FAR Approved**	0.25

Notes: *With optional method of development, allowed per Section 27-548 of the Prince George's County Zoning Ordinance.

**Pursuant to Section 27-548(e) of the Zoning Ordinance, the proposed FAR shall be calculated based on the entire property (68.7 acres), as approved with the conceptual site plan.

PARKING AND LOADING TABULATION

Use*	Approved Parking Spaces
Total Townhouses – 356 Units	1,204
Residential Unit Spaces	
Garages (all units have two-car garages)	712
Driveways (all driveways are sized for one parking space)	356
Visitor/On-Street Parking	136

Note: *Per Sections 27-574 and 27-583 of the Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone.

- Location:** The subject site is located approximately 3,900 feet north of the intersection of MD 4 (Pennsylvania Avenue) and Woodyard Road in Planning Area 78 and Council District 6. The property is further located northeast of the Town Center area of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). The site is also located within the Conical Surface (Right Runway) Area E of the Military Installation Overlay (M-I-O) Zone for height.
- Surrounding Uses:** The subject property is bounded to the north by ongoing single-family residential development as part of Parkside, as approved in Specific Design Plan SDP-1302, in the Residential Medium Development Zone; to the east by a powerline corridor and single-family attached development in the Rural Residential (R-R) and Residential-Agricultural (R-A) Zones; to the south by single-family detached residential development in the R-A Zone and Melwood Road; and to the west by Melwood Road, vacant land in the M-X-T Zone proposed to be developed with residential units, as approved in DSP-19062, and existing single-family residential development in the R-R Zone.
- Previous Approvals:** The site is the subject of Special Exception SE-1103, approved by the Prince George's County Planning Board on November 20, 1964, for an orphanage (German Orphans Home) and SE-2496, approved by the Prince George's County District Council on April 13, 1971.

The subject site was rezoned from R-A to M-X-T, pursuant to the adoption of the Westphalia Sector Plan and SMA.

On January 5, 2017, the Planning Board approved Conceptual Site Plan CSP-15003 (PGCPB Resolution No. 16-142) and Preliminary Plan of Subdivision PPS 4-16009 (PGCPB Resolution No. 16-143) for a group residential facility and medical facility. On April 27, 2017, the Planning Board approved DSP-16045 (PGCPB Resolution No. 17-61) for a group residential facility and medical facility, which were never developed.

On May 7, 2020, the Planning Board approved CSP-19004 (PGCPB Resolution No. 2020-62) for development of 475 single-family attached (townhouse) units.

On April 8, 2021, the Planning Board approved PPS 4-19012 (PGCPB Resolution No. 2021-41) for 356 lots and 41 parcels to support the development of 356 single-family attached dwelling units. A variance from Section 25-122(b)(1)(G) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance was granted as part of that approval for the removal of seven specimen trees.

The site also has an approved Stormwater Management Concept Plan 59055-2019-00, which is valid through August 16, 2024.

6. **Design Features:** The existing 68.70-acre subject irregularly shaped property is located on the east side of Melwood Road. Its central area includes an existing building and series of outbuildings associated with the site's former use as the German Orphan Home of Washington. The remainder of the site is predominantly forested.

This DSP proposes the development of a new townhouse community in three pods in the western, central, and eastern areas of the site. The western and central pods connect through a common roadway and sidewalks. The eastern pod is connected to the others by a shared-use path, but is otherwise separated from them by environmental features. Access to the development will be provided at two connection points to Bridle Vale Road, a master-planned primary road, to be constructed as part of the ongoing Parkside development (SDP-1302), to the north of the site. The western and central pods will share one access point to Bridle Vale Road, and the eastern pod will have its own single access point. The development includes an internal system of private roads and alleys, sidewalks, and recreational facilities. A total of 356 single-family attached dwelling units are proposed, with 50 in the western pod, 116 in the central pod, and 190 in the eastern pod.

Architecture

Three two-car garage townhouse unit types are proposed with this DSP, ranging in base, finished square footage from 1,943 square feet to 2,203 square feet. The three-story, 20- and 22-foot-wide units will come in multiple façade variations and incorporate a variety of materials, including brick veneer. Gabled roofs, bay windows, dormers, awnings, and other architectural details are included in the façade designs and add appropriate visual interest to the building designs. All models are proposed with various options, including decks and loft spaces. All units will have some brick on the front façade, as shown on a submitted brick frontage exhibit, and the appropriate units are shown as either high-visibility end units, to include three levels finished in brick, or medium visibility, to include one level finished in brick.

Model	Width (feet)	Garage	Base Finished Area (sq. ft.)	Number of Units
Jenkins	20	2-car, rear-loaded	1,943	74
Delilah	22	2-car, rear-loaded	2,150	28
Louisa	22	2-car, front-loaded	2,203	254

Lighting

The DSP provides private street and alley lighting throughout the development. The submitted photometric plan generally shows that there is adequate lighting for pedestrians and vehicles with minimum spillover at property lines. However, the Planning Board identified several street and sidewalk areas where inadequate illumination is shown, and the applicant noted the photometric plan would be updated to eliminate such areas. The Planning Board requires that the revised photometric plan be provided and reviewed for adequacy, prior to certification of the DSP, as conditioned herein.

Recreational Facilities

PPS 4-19012 determined that private on-site recreational facilities are appropriate for the project development to serve the future residents, in accordance with Section 24-134 of the Prince George's County Subdivision Regulations, and the standards in the Prince George's County Park and Recreation Facilities Guidelines. The development will include the following private recreational facilities spread throughout the community:

- Recreation Facility 1: Tot lot with multiple play features, a racetrack-themed path, benches, a dog waste bag station, trash receptacles, and bicycle racks. The tot lot is enclosed with a decorative fence.
- Recreation Facility 2: Seating area with benches, a wood-burning fire pit, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 3: Seating area with picnic tables, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 4: Seating area with picnic tables, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 5: Outdoor gathering and cooking area with a variety of seating, pergolas, a gazebo, a gas grill and fireplace feature, as well as a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 6: Tot lot with a play structure, a racetrack-themed path, benches, dog waste bag station, trash receptacles, and bicycle racks. The tot lot is enclosed with a decorative fence.

- Recreation Facility 7: Outdoor gathering and cooking area with benches, a pergola, a grill station, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 8: Seating area with benches, a dog waste bag station, trash receptacles, and bicycle racks.
- Recreation Facility 9: A fenced dog park area with separate areas for large and small dogs, each with double-gated access, various doggie play features, benches, a dog waste bag station, trash receptacles, and bicycle racks. The dog park shall have a water facility for dogs.
- Recreation Facility 10: An 8-foot-wide paved trail, 2,313 feet in length connecting the central and eastern development pods.

An exhibit titled “Recreation Plan Permit Triggers” shows two potential triggers for the provision of each recreational facility. Triggers are dependent on the actual phasing of construction for the development, which is envisioned to begin in either the eastern or western sides of the site. The Planning Board finds the timing of each of the two potential triggers for recreational facility development, as tied to the overall phasing of the townhouse community, to be acceptable. To ensure clarity through the entitlement process, the Planning Board requires that a table or general note be added to the DSP, noting the triggers for recreational facility completion.

Signage

The DSP proposes a single monument sign and four corner markers at the entrance to the eastern development pod. The design and materials of the monument sign and corner markers are complimentary. The monument sign includes the name of the development and corner markers include small hanging logo signs. No site identity signage is provided at the second entrance to the development. The Planning Board finds signage provided to be acceptable.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T and M-I-O Zones and the site design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-547 of the Prince George’s County Zoning Ordinance, which governs uses in all mixed-use zones.
 - (1) The proposed single-family attached dwellings, as shown on the DSP, are permitted in the M-X-T Zone.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

In its approval of CSP-19004, the Planning Board determined a single residential use is permissive on the subject property, pursuant to Section 27-547(e). The single-family attached development proposed by this DSP is consistent with the single use approved by the CSP.

- b. Section 27-548, M-X-T Zone regulations, of the Zoning Ordinance, establishes additional standards for development in this zone. The DSP's conformance with the applicable provisions is discussed, as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR**
- (2) With the use of the optional method of development—8.0 FAR**

Since the overall development proposed more than 20 residential dwelling units, the site qualifies for the optional method of development bonus incentives in Section 27-545(b) of the Zoning Ordinance, which permits the applicant to increase the proposed floor area ratio (FAR) to a maximum of 1.40. This DSP provides a FAR of 0.25, which is acceptable.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

This is not applicable, as only a single use is proposed pursuant to Section 27-547(e) and CSP-19004.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

This DSP shows the dimensions for the location, coverage, and height of relevant improvements proposed.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

Landscaping, screening, and buffering is provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as discussed in Finding 10.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The proposed 356 townhouses will have an approximate gross floor area of 760,530 square feet, yielding a FAR of 0.25.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

This requirement is not applicable to the subject case, as there are no private structures proposed above or below public rights-of-way.

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

The 356 townhouses will have frontage on and direct vehicular access to private streets, with connections to Bridle Vale Road, a future public street, as approved by PPS 4-19012.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide,

along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The proposed townhouse development will have no group of buildings greater than eight, and the minimum lot size is 1,600 square feet. The smallest unit type will be a minimum of 20 feet wide and 1,943 square feet in area. Sidewalks will be located on both sides of all streets. An illustrative exhibit included with the DSP shows locations where 60, 80, and 100 percent of the full front façades will be constructed of brick or similar material. The Planning Board requires that a tracking table be included on the DSP to identify specific lots where this minimum treatment is provided, and where it is to be exceeded for highly visible units.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

This requirement is not applicable, as multifamily buildings are not proposed.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan**

**or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).
Notwithstanding any other provision of this Code, this regulation shall not
apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

The subject property was placed in the M-X-T Zone through the Westphalia Sector Plan and SMA, for which a land use planning study was conducted. This plan includes a general recommended development pattern for Westphalia, of which, the general design principles of Policy 5 – Residential Areas (pages 30–32) apply to this DSP, as follows:

Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design.

Design residential developments that connect and appropriately transition to pre-existing communities and neighboring commercial areas.

Design an efficient, safe, and interconnected street system.

Create a system of open space and parks and preserve sensitive environmental features.

Provide a variety of single family attached residential lot sizes in and near the Westphalia Town Center.

As is detailed in Finding 6, the proposed development is a medium-density, single-family, attached residential neighborhood of 356 units. Three home model types are provided with a variety of sizes, options, and architectural treatments. The neighborhood is to be developed in three pods and designed to preserve sensitive environmental features. Street and pedestrian connections are provided throughout the development and to future abutting neighborhoods. As such, the development is generally consistent with the design principles for residential areas in Westphalia.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this division;

The purposes of the M-X-T Zone are set forth in Section 27-542 of the Zoning Ordinance and the proposed development will contribute to the orderly implementation of the Westphalia Sector Plan.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

As is discussed in Finding 7(b) above, regarding the DSP's conformance with Section 27-548(j), the subject property was placed in the M-X-T Zone through the Westphalia Sector Plan and SMA. The proposed development is in general conformance with the recommended development pattern for Westphalia and in conformance with the applicable design principles of Policy 5 – Residential Areas (pages 30–32).

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed development is largely screened from adjacent developments by woodlands and environmental features to be retained around its periphery. This new residential neighborhood will be physically integrated into the larger Westphalia development.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The development is compatible with existing development and proposed development in the vicinity. Appropriate buffering through retained woodlands and landscaping is provided on the site's eastern, western, and southern boundaries. The Parkside community, under development to the north of the subject site, includes similar residential uses and is compatible with this subject project.

- (5) **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The architecture, landscape, recreational amenities, preserved natural areas, and signage for this townhouse community reflect a cohesive development of continued quality and stability.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The development is to be constructed in a single phase, with the timing of construction dependent on the completion of Bridle Vale Road. The DSP anticipates development to begin on either the eastern- or western-most pods first, dependent upon which side of the property has road access made available first.

- (7) **The pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development;**

Five-foot-wide sidewalks are shown along all streets and wider recreational paths, including a paved path connecting the eastern and western development pods, are provided throughout the neighborhood.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

High-quality urban design and amenities are provided at an appropriate human scale. Recreation and gathering spaces, such as the proposed playgrounds, dog park, and sitting areas incorporate quality landscaping materials and furnishings. The Planning Board finds that the pedestrian activity areas pay adequate attention to human-scale and high-quality urban design.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.**

This finding was made at the time of CSP-19004 approval.

- (10) **On a Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat**

approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

The Planning Board's April 8, 2021 approval of PPS 4-19012 (PGCPB Resolution No. 2021-41) included findings of adequacy relative to public facilities, which this DSP is in conformance with.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

This site contains approximately 68.70 gross acres and therefore is not subject to this requirement. A mixed-use planned community is not proposed.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. Provided minor revisions are completed to the DSP as required herein, the proposed plan generally meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation, adequate lighting, and landscaping.
- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b).

This DSP includes parking for individual townhouse units, on-street parking for visitors, and at recreation facilities. The number of parking spaces required was calculated, in accordance with Section 27-574(b). The first step in determining the number of required parking spaces is to calculate the peak parking demand. Section 27-574(b)(1) provides the following:

- (1) Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one hour and are known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly**

proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).

Section 27-568 of the Zoning Ordinance provides a parking requirement of 2.04 parking spaces per one-family attached dwelling unit, which would result in a standard minimum parking requirement of 727 parking spaces for the 356 units provided. The DSP provides 1,204 total parking spaces, including 136 on-street visitor parking spaces, 712 garage spaces, and 356 driveway spaces. The Planning Board finds the quantity of parking provided acceptable.

- f. In accordance with Section 27-548.54(e)(2)(D), the height of all structures proposed by this DSP shall not exceed a height limitation to be calculated in accordance with this provision. The Planning Board determines that the proposed townhouse structures are unlikely to exceed this height limitation, however the applicant should show this figure and associated calculation on the DSP. The Planning Board requires that this information be added to the general notes, as conditioned herein.
8. **Conceptual Site Plan CSP-19004:** The Planning Board approved CSP-19004 on May 7, 2020 (PGCPB Resolution No. 2020-62), for development of 475 single-family attached (townhouse) units with three conditions. These conditions were previously addressed and are not applicable to the review of this DSP.
9. **Preliminary Plan of Subdivision 4-19012:** The Planning Board approved PPS 4-19012 on April 8, 2021 (PGCPB Resolution No. 2021-41), for 356 lots and 41 parcels to support development of 356 single-family attached dwelling units. The approval is subject to 23 conditions, of which the following are applicable to the review of this DSP:
 3. **Development of the site shall be in conformance with the pending Stormwater Management Concept Plan (59055-2019-0) and any subsequent revisions.**

The site design provided with the DSP is consistent with the approved Stormwater Management (SWM) Concept Plan 59055-2019-00.
 5. **Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities:**
 - a. **Standard five-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.**
 - b. **Continental style crosswalks crossing both points of vehicle entry along Bridle Vale Road (P-615), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

- c. **Perpendicular or parallel Americans with Disabilities Act curb ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.**
- d. **Outdoor bicycle parking at all community recreational areas.**
- e. **A minimum eight-foot-wide shared-use path connecting the sidewalk to Road “A” and surrounding the Proposed Pond No. 4.**
- f. **A minimum eight-foot-wide shared-use path connecting the sidewalk along Road “B” with the sidewalk along Road “G”.**

Five-foot-wide sidewalks, crosswalks, curb ramps, bicycle parking, and an 8-foot-wide shared-use path are provided, as required. The Planning Board finds these facilities to be appropriately sited.

- 7. **In accordance with Section 24-135(b) of the Prince George’s County Subdivision Regulations, the applicant and the applicant’s heirs, successors, and/or assignees shall provide adequate, private on-site recreational facilities.**
- 8. **The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George’s County Planning Department for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, at the time of detailed site plan.**

The DSP provides a series of recreational facilities as detailed in Finding 6. The Planning Board finds the value of facilities provided exceeds the minimum dollar value of facilities required, as determined at the time of PPS. Recreational facilities are properly sited and determined to be adequate to serve the proposed development.

- 13. **Total development within the subject property shall be limited to uses which generate no more than 249 AM peak-hour trips and 285 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The DSP proposes 356 dwelling units, which is less than the total unit quantity contemplated in the approved PPS and consequently, the trip cap will not be exceeded.

- 20. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-006-2016-03).**

The proposed development is in conformance with the approved Type 1 tree conservation plan. Furthermore, a Type 2 tree conservation plan, TCP2-032-2021, is included with the subject DSP, which the Planning Board approves with conditions.

10. **2010 Prince George's County Landscape Manual:** This site is subject to Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual. The landscape plans included with the DSP are in conformance with the applicable requirements.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in area and contains more than 10,000 square feet of existing woodland. TCP2-032-2021 was submitted with the current application.

Based on the submitted TCP2, the overall site contains a total of 50.35 acres of net tract woodlands and 2.35 acres of wooded floodplain. The plan proposes to clear 30.78 acres of net tract woodlands, and 0 acres of wooded floodplain. The resulting woodland conservation requirement is 17.57 acres, which is proposed to be met with 19.89 acres of woodland preservation. Technical revisions are required to the TCP2, which are conditioned herein.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

A variance approving the removal of seven specimen trees was included in the Planning Board's approval of PPS 4-19012. No additional specimen trees are proposed to be removed with this application.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 68.70 acres in size and 6.87 acres of tree canopy must be provided. The site plan proposes approximately 19 acres of TCC on the site exceeding the requirement. According to the TCC worksheet provided with the landscape plan, all TCC credit is associated with preserved areas of woodlands. No credit is taken for any landscape plantings.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the following agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic**—The Planning Board adopts a memorandum dated October 28, 2021 (Stabler to Bossi), incorporated herein by reference, which provided an overview of previously

completed archeological investigations and concluded no additional investigations are needed on the site. All artifacts recovered from the site must be curated at the Maryland Archeological Conservation Lab, prior to issuance of any grading permit for the property, as conditioned herein.

- b. **Community Planning**—The Planning Board adopts a memorandum dated November 2, 2021 (McCray to Bossi), incorporated herein by reference, which indicated that the proposed project has no master plan conformance issues, nor conformance issues with the applicable requirements of the M-I-O Zone for height associated with the Conical Surface of the Right Runway of Joint Base Andrews.
- c. **Transportation Planning**—The Planning Board adopts a memorandum dated November 10, 2021 (Burton to Bossi), incorporated herein by reference, which provided analysis of the previous conditions of approval. The proposed development will provide a 70-foot-wide area for roadway dedication in the far western portion of the site associated with alignment of master-planned right-of-way C-636. Access to the development will be from a future master-planned road, P-615, also known as Bridle Vale Road, which is to be constructed with the Parkside development to the north, per PPS 4-16001. Because Bridle Vale Road is not yet constructed, permitting and development on the subject site will be directly linked to the completion of Bridle Vale Road to provide access. The Planning Board finds the DSP acceptable from the standpoint of transportation.
- d. **Pedestrian and Bicycle Planning**— The Planning Board adopts a memorandum dated November 10, 2021 (Ryan to Bossi), incorporated herein by reference, which noted that sidewalks, crosswalks, wider shared-use paths, shared-lane markings, bicycle signage along planned P-615, and strategically placed bicycle racks contribute to the master plan recommendations and PPS conditions. The applicant's submission includes 8-foot-wide shared-use paths surrounding the SWM ponds. Additional 8-foot-wide shared-use paths are provided as a pedestrian path between the two pods of development, as well as the previously mentioned shared-use path which leads to the planned Melwood Legacy Trail. These features will allow for greater and safer pedestrian movement throughout the site. The Planning Board finds the pedestrian and bicycle transportation site access and circulation of this plan is acceptable from the standpoint of bicycle and pedestrian transportation.
- e. **Environmental Planning**—The Planning Board adopts a memorandum dated November 9, 2021 (Kirchhof to Bossi), incorporated herein by reference, which provided responses to relevant previous conditions of approval and the following summarized comments:

The application has an approved Natural Resources Inventory NRI-090-05-03. The TCP2 and the DSP show all the required information correctly, in conformance with the NRI. Marlboro Clays are mapped in the northwestern corner of the site and a soils report was reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), who concluded that there are no safety concerns with the soils at

the time of DSP. DPIE could require additional soils evaluation at the time of issuance of a grading or building permit.

Seven impacts to regulated environmental features on-site are proposed and determined to be minimized to the extent practical. Impacts two, five, six, and seven are consistent with PPS 4-19012, while impacts one, three, and four have been modified with the DSP, and found to be acceptable. The TCP2 requires technical revisions prior to certification, which are conditioned herein.

- f. **Subdivision**—The Planning Board adopts a memorandum dated November 8, 2021 (Vantandoost to Bossi), incorporated herein by reference, which noted that the development proposed by this DSP is within the limitations established with PPS 4-19012. A review of relative conditions of approval is provided noting no major conformance issues. However, while the Planning Board approved 4-19012 in March 2021, that PPS has not been certified. The DSP cannot be certified before the PPS.
- g. **Prince George's County Department of Parks and Recreation**—The Planning Board adopts a memorandum dated November 9, 2021 (Burke to Bossi), incorporated herein by reference, in which Parks staff noted that the subject site is near the proposed Westphalia Central Park. The development shall provide a per unit monetary contribution to the park club to help in the development, operation, and maintenance of the public park and its amenities. On-site recreational facilities are provided to meet the development's mandatory parkland dedication requirement. These amenities include a trail, playgrounds, seating areas, and a dog park.
- h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement**—The Planning Board adopts a memorandum dated November 19, 2021 (Giles to Bossi), incorporated herein by reference, in which DPIE provided comments regarding road, sidewalk, rights-of-way, and soils issues. Concerns with site access were noted and must be addressed prior to permitting.
- j. **Prince George's County Police Department**—The Police Department did not provide any comments on the subject application.
- k. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated October 12, 2021 (Adepoju to Bossi), incorporated herein by reference, in which the Health Department provided four comments relative to the inclusion of a dog park and trails on the project site, and a recommendation for use of dust and noise controls during construction, all of which have been reflected on the revised DSP.

- l. **Washington Suburban Sanitary Commission**—The Planning Board adopts plan notes and a memo dated October 15, 2021 (Yilma to Bossi), incorporated herein by reference, in which the Washington Suburban Sanitary Commission provided water, sewer, and associated easement conditions to be addressed, prior to development of the site.
14. As required by Section 27-285(b)(1), the DSP, with the proposed conditions below, will represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
15. As required by Section 27-285(b)(2), this DSP is also in general conformance with the approved CSP.
16. As required by Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
 - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Based on the level of design information currently available, the limits of disturbance shown on the TCP2, and the impact exhibits provided, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. Seven impacts were approved with PPS 4-19012. This DSP does not add new impacts but does modify the extent of three previously approved impacts, which have been found to be acceptable.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-032-2021, and further APPROVED Detailed Site Plan DSP-19017 for the above described land, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, as follows:
 - a. Provide a complete photometric plan for review and final approval by the Urban Design Section, as a designee of the Planning Board.
 - b. Add a table or general note indicating the triggers for completion of construction of recreational facilities for the development. Include the provision for a water facility for dogs within the dog park located in Recreation Facility 9.
 - c. Provide a table to identify and track residential units where the full front façades will be constructed of brick or similar material, and those units that are highly visible and require a greater percentage of their façade area to be clad with brick or similar material.

- d. Add a general note to include the Military Installation Overlay Zone height limitation and associated calculation, as required by Section 27-548.54(e)(2)(D) of the Prince George's County Zoning Ordinance.
2. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised as follows, in accordance with the Environmental Technical Manual:
 - a. Show all appropriate graphics and notes regarding tree protection and fencing.
 - b. Add a tree protection fence to the required areas and add the symbol and label to the legend.
 - c. Update the General Information table to the most recent version on the approved TCP1.
 - d. Under the Specimen Tree table, the following note is to be added: "This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board with 4-19012 for the removal of Specimen Trees 22, 32, 52, 53, 54, 55, and 56."
 - e. Woodland conservation easements shall be recorded, and Liber and folio reference added to the TCP2.
3. Prior to issuance of a grading permit, artifacts found through the Phase I and Phase II archeological surveys of the site shall be curated at the Maryland Archeological Conservation Lab, with written evidence submitted to the Historic Preservation Section.

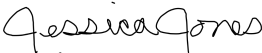
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 9, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of January 2022.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:RG:nz


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Date: 12/16/21



Countywide Planning Division
Historic Preservation Section

301-952-3680

October 14, 2024

MEMORANDUM

TO: David Myerholtz, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **twg**

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 **Age**

SUBJECT: DSP-24004 Enclave at Westphalia

The subject property comprises 68.70 acres and is located 3,900 feet north of MD Route 4 (Pennsylvania Avenue) and Woodyard Road. The subject property is zoned Mixed Use Transportation Oriented (M-X-T), per the prior Zoning Ordinance, and is in the 2007 *Approved Westphalia Sector Plan*. The subject application proposes a residential development consisting of 356 single-family attached dwelling units.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicated the probability of archeological sites within the subject property was high. A Phase I archeology survey was completed on a 28-acre portion of the subject property in 2008. Two archeological sites were identified. Site 18PR1104 comprised a mid-nineteenth to late-twentieth century dwelling site and site 18PR1105 was identified as an early to mid-twentieth century trash scatter. Phase II investigations were recommended on both sites.

Phase II investigation of 18PR1104 revealed a razed, heavily disturbed, mid-twentieth century dwelling with extensively disturbed soils, and no further work was recommended. Phase II investigation of site 18PR1105 revealed what was likely field manuring from the second quarter of the twentieth century, but not of the specific mechanism. Site 18PR1105 also does not meet the criteria for listing in the National Register of Historic Places and no further work was recommended. Historic Preservation staff conclude that no additional archeological investigations are necessary on the subject property. The requested copies of the final reports for the additional Phase I and Phase II investigations were submitted to Historic Preservation staff and were accepted as complete in August 2021. Artifacts from the sites were conveyed to the Maryland Archeological Conservation (MAC) Laboratory in September 2024.

The former German American Orphan's Home was recorded on a Maryland Inventory of Historic Properties form. The form was reviewed and accepted as complete by Historic Preservation staff and by the Maryland Historical Trust. No additional information is necessary on the German Orphans Home building.

Historic Preservation staff recommend approval of DSP-24004, Enclave at Westphalia, with no new conditions.



October 9, 2024

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section, Development Review Division

VIA: Andrew Bishop, Acting Planner IV, Long-Range Planning Section, Community Planning Division *NAB*
Kierre McCune, Supervisor, Master Plans and Studies Section, Community Planning Division *KM*

FROM: Michael D. Calomese, AICP, Planner III, Master Plans and Studies Section, Community Planning Division *MDC*

SUBJECT: **DSP-24004 Enclave at Westphalia**

FINDINGS

Pursuant to Section 27-546(d)(2), conformance to the sector plan is required. For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan. Staff finds that the proposed development conforms to the 2007 *Approved Westphalia Sector Plan*. Discussion on goals, policies, and strategies can be found below in the "General Plan, Master Plan, and SMA" section of the referral.

BACKGROUND

Application Type: Detailed Site Plan outside of an overlay zone where conformance to a master plan is required by Section 27-281(b)(1)(A)

Location: On the south of the future intersection of Dowerhouse Road and Bridle Vale Road

Size: 68.79 acres

Existing Uses: Mostly wooded with 1-2 structures

Future Land Use:	Low-Density Residential and Public/Private Open Space
Proposal:	Construction of 356 single-family attached units, associated infrastructure, and amenities.
Zoning:	Residential, Multifamily-20 (RMF-20) Zone
Prior Zoning:	Mixed Use Transportation Oriented (M-X-T) Zone
Applicable Zoning Ordinance:	Prior

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: 2014 *Approved Plan Prince Georges 2035 General Plan* (Plan 2035) designates the area in the **Established Communities** Growth Policy area. The vision for Established Communities is most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.” (p. 20)

Master Plan: The 2007 *Approved Westphalia Sector Plan* (Sector Plan) **Low-Density Residential and Public/Private Open Space** land uses on the subject property. The Sector Plan is silent on the definition of Low Density Residential and Public/Private Open Space. However, the 2014 *Approved Plan Prince Georges 2035 General Plan* (Plan 2035) defines Residential Low (Low-Density Residential) as residential areas, primarily single-family detached dwellings, between greater than 0.5 and less than or equal to 3.5 dwelling units per acre. (p. 100) Plan 2035 also defines Parks and Open Space (Public/Private Open Space) as parks and recreation areas, publicly-owned open space (federal, state, county, municipal, and M-NCPPC), and privately-owned open space. A density measurement is not provided for this land use designation. (p. 100) The application proposes approximately 5.175 dwelling units per acre. This application does not conform with the recommended land use.

In addition, the applicant will need to work with the operating agencies as appropriate and consider the following goals, strategies, or policies to advance the intent and purpose of the plan:

PART 2 – DEVELOPMENT PATTERN ELEMENT

Goals (p. 18)

- Preserve and enhance environmentally sensitive areas, such as streams, woodlands, and wetlands.

Policy 5—Residential Areas (p. 30)

- Promote new residential development and preserve, protect, and enhance existing residential neighborhoods.

Strategies (pp. 30-31)

- Develop approximately 3,500 acres of new low- to medium-density residential areas in a manner that conserves and is integrated with approximately 1,300 acres of existing residential development in accordance with the overall development pattern concept.
 - Design Principles
 - Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design:
 - Feature the same quality design and treatments on the exposed façades as on the front façade of highly visible residences on corner lots and elsewhere.
 - Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.
 - Design single-family detached and attached homes and multifamily buildings so the mass of the living space and the front door dominates the front façade:
 - Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.
 - Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.
 - Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.
 - Incorporate a variety of housing types in single-family projects/subdivisions:
 - Build townhomes and small lot single-family homes to add diversity to neighborhoods or as a transition between higher density units and lower density single-family neighborhoods.
 - Allow the use of detached accessory dwelling units.
 - Maximize the number of windows facing public streets.

- Design residential developments that connect and appropriately transition to pre-existing communities and neighboring commercial areas:
 - Develop neighborhoods to reflect the character of their location within Westphalia, with areas closer to the town center being more compact and more urban, and outlying areas more rural.
 - Create lot divisions that respect the existing pattern of development for neighborhood continuity and compatibility.
 - Discourage use of walls, gates, and other barriers that separate residential neighborhoods from the surrounding community and commercial areas.
- Design an efficient, safe, and interconnected residential street system:
 - Design or retrofit street systems to link individual subdivisions/projects to each other and the community.
 - Avoid closed loop subdivisions and extensive cul-de-sac systems, except where the street layout is dictated by the topography or the need to avoid sensitive environmental resources.
 - Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools.
 - Clarify neighborhood roadway intersections through the use of special paving and landscaping.
- Create a system of open space and parks and preserve sensitive environmental features:
 - Cluster residences around shared amenities to form distinct neighborhoods with a sense of identity. Use green space to define and divide the clusters.
 - Preserve large wooded areas and fields by using cluster or conservation subdivision design techniques, by allowing smaller lot sizes and by permitting usable shared green areas in the immediate neighborhood.

The applicant demonstrates a variety of styles and building materials used in the proposed development. Bays, balconies, porches, other projecting elements, and optional attics also further the variety offered by the applicant. Private alleys sit between blocks of dwelling units that sit back-to-back from each other. All dwelling units are front-oriented to either a road or an amenity area, such as a park. Besides woodland conservation areas, the site plan shows an occasional clustering of units around parks. The applicant is required to work with the Urban Design Section to ensure that the application meets all of the required regulations.

PART 3 – INFRASTRUCTURE ELEMENT - Environmental Infrastructure

Policy 1 – Green Infrastructure (p. 35)

- Protect, preserve, and enhance the identified green infrastructure network within the Westphalia sector planning area.

Strategies (pp. 35, 38)

- Preserve or restore the regulated areas within the sector plan, both within and outside the designated green infrastructure network and those designated through the development review process.
- Limit overall impacts to sensitive environmental areas to those necessary for infrastructure improvements such as road crossings and utility installations.

Policy 2 – Water Quality and Quantity (p. 38)

- Protect, preserve, and enhance the identified green infrastructure network within the Westphalia sector planning area.

Strategies (p. 38)

- Construct shared public/private stormwater facilities as site amenities using native plants and natural landscaping.
- Use low-impact development (LID) techniques such as green roofs, rain gardens, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream restoration, to the fullest extent possible during the development review process with a focus on the core areas for use of bioretention and underground stormwater facilities under parking structures and parking lots.

The applicant demonstrates that, through TCP2-032-2021, the applicant is providing 19.00 acres of woodland conservation across the site plan, 1.20 acres more than required. This concentration of required woodland conservation adjacent to regulated areas enhances these regulated areas and limits impacts to environmental areas. This provides natural habitat for wildlife and is consistent with the Master Plan's recommendation for Open Space on the property. The applicant is proposing micro-bioretention and submerged gravel wetlands to address onsite stormwater management requirements. These multiple stormwater treatments are distributed in a range of sizes throughout the site plan. The site plan has received approval from the Prince George's County Department of Permitting, Inspections, and Environment (DPIE) per Case Number 8057-2023-1. The applicant should continue to work with DPIE, the Environmental Planning Section, and the applicable agencies to ensure preservation of onsite natural resources, uses LID techniques and meets development standards.

PART 3 – INFRASTRUCTURE ELEMENT - Transportation

Policy 1 – Roadways (p. 39)

- Develop a transportation system that improves existing roadways, develops new roadways with minimal disruptions, and supports the sector plan's proposed development pattern.

Strategies (pp. 40, 42)

- Collectors: A multilane or two-lane roadway designed to carry medium-speed traffic between an arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Major collectors include separate left-turn lanes at major intersections and may incorporate medians to control left-turn access. Collector rights-of-way are generally a minimum of 80 feet, where underground drainage is provided, and up to 100 feet on major collectors.
 - Improve and extend existing, or construct new, collectors as required by current and proposed development.
 - Construct new road C-636 from MC-632 (Westphalia Boulevard) to P-615 (Dower House Road extended).
- Primary Roads: These two-lane roadways provide access to, from, and through residential areas. On these roadways, the street space is valuable for bicycle and pedestrian movement as well as for vehicular movement. In Westphalia, primary residential roadways have 60- to 70-foot rights-of-way regardless of whether open drainage or curb and gutter drainage is utilized. As a means of improving safety for nonvehicular users, traffic calming measures may be considered.
 - Construct new primary roads as required to connect and consolidate access to current or proposed development.
 - Construct P-615 (Dower House Road extended) from MC-632 (Westphalia Boulevard) to P-617. Provide a 70-foot right-of-way with two travel lanes and parking on each side of the roadway between MC-632 (Westphalia Boulevard) and new road C-636.

Policy 3 – Sidewalks, Bikeways, and Trails (p. 45)

- Provide appropriate trails and bicycle and pedestrian facilities throughout the Westphalia area.

Strategies (p. 43)

- Create a system of sidewalks, bikeways, natural surface paths, and hiker/biker/equestrian paths as shown on Map 11.

Policy 4 – Design Principles (p. 46)

- Develop a transportation system that incorporates design principles promoting the intended character of the Westphalia area and the desires of the Westphalia community.

Strategies (p. 47)

- Arterials and Major Collectors
 - Arterial and major collector roadways should be designed as parkway-like streets, edged by linear green spaces and fronted by development.
 - Wide planted medians, meandering paths and trails, lush plantings, and pedestrian lights should all be provided.
 - Development, neighborhood recreation, and park activities should front onto roadways. Intersecting streets, frontage streets, and alleys should be designed to facilitate this condition. Alleys, used in lieu of direct access driveways or homes backing up to the roadway, are the preferred design solution throughout Westphalia.
 - On-street parking and direct parking should be avoided and direct access driveways should be minimized.
 - Road segments classified as collectors should be consolidated wherever possible.
- Local Streets
 - Streets should be designed to ensure low speed travel without unduly restricting traffic capacity, by utilizing narrow pavement widths, tighter curve radii, traffic roundabouts, circles and squares, and on-street parking with curb bump-outs at intersections.
 - Designs should promote pedestrian and bike activity.
 - Planting strips with full-size shade trees should be provided between curb and sidewalks or hiker/biker trails on all streets and roadways designated rural roads.
 - Except in the industrial areas in the Andrews Air Force Base noise zone, streets should be designed to discourage through movement of large trucks.
- Alleys
 - Alleys are strongly encouraged in both residential and commercial areas and should be designed to accommodate delivery, service and emergency vehicles.
 - Alleys are most encouraged behind developments that front on to roads with limited curb cuts and in sections where homes are placed back to back.
- Sidewalks, Bikeways and Street Trees/Planting Strips
 - Sidewalks should be provided throughout the Westphalia community, except on designated scenic rural roads, highways, bikeways, trails, and lanes.
 - Street trees should be provided in planting strips between curbs and sidewalks on all roads and streets with walks or paths.

Master planned Collector Road C-636 is an 80' roadway with a side path. A segment of the planned roadway will run adjacent to the northwest of the subject property.

Master planned Primary Road P-615 is a 60' shared roadway. An east-west oriented segment of the planned roadway follows a portion of the northern boundary of the subject property.

Master planned Melwood Legacy Trail is a planned hard surface trail that will run along Melwood Road, which is the western boundary of the subject property. The trail will run through the cul-de-sac at Melwood Road and intersect with C-636.

A pedestrian circulation plan supplied by the applicant shows a network of 5' sidewalks throughout the site plan, as well as an 8' trail that traverses one of the woodland conservation areas and connects to the sidewalk network at two terminus points. Bike racks will be installed in key places, primarily along sidewalks, but also along or near the trail. The applicant is required to work with the Transportation Planning Section to ensure that the application meets all of the required regulations.

Planning Area/Community: 78/Westphalia & Vicinity

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone. The subject property is located in Surface E: Conical Surface (20:1) - Right Runway (for Height). Please consult Sec. 27-548.54. - Requirements for Height, in the prior zoning ordinance for further guidance.

SMA/Zoning: The 2007 *Approved Westphalia Sectional Map Amendment* reclassified the subject property from the R-A (Residential-Agricultural) zone into the Mixed-Use Transportation Oriented (M-X-T) zone.

MASTER PLAN CONFORMANCE ISSUES:

[None]

ADDITIONAL INFORMATION

[None]

cc: Long-Range Agenda Notebook



Countywide Planning Division
Environmental Planning Section

301-952-3650

October 30, 2024

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section, DRD

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

FROM: Alexander Kirchhof, Planner II, Environmental Planning Section, CWPD *ANK*

SUBJECT: **Enclave at Westphalia; DSP-24004 and TCP2-032-2021-02**

The Environmental Planning Section has reviewed detailed site plan DSP-24004 and Type 2 Tree Conservation Plan TCP2-032-2021-02, accepted for review on September 13, 2024. Comments were delivered to the applicant in the Subdivision and Development Review Committee meeting on September 27, 2024. Revised material was received on October 11, 2024. The Environmental Planning Section recommends approval of DSP-24004 and TCP2-032-2021-02 subject to the conditions found at the end of this memorandum.

BACKGROUND

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
NRI-090-05	N/A	Staff	Approved	9/15/2005	N/A
NRI-090-05-01	N/A	Staff	Approved	4/28/2016	N/A
NRI-090-05-02	N/A	Staff	Approved	11/14/2016	N/A
CSP-15003	TCP1-006-16	Planning Board	Approved	12/1/2016	16-142
4-16009	TCP1-006-16-01	Planning Board	Approved	12/1/2016	16-143
DSP-16045	TCP2-005-2017	Planning Board	Approved	4/6/2017	17-61
CSP-19004	TCP1-006-16-02	Planning Board	Approved	4/16/2020	2020-62
NRI-090-05-03	N/A	Staff	Approved	10/21/2020	N/A
4-19012	TCP1-006-16-03	Planning Board	Approved	4/13/2021	2021-41
DSP-19017	TCP2-032-2021	Planning Board	Approved	12/9/2021	2021-147
DSP-19017-01	TCP2-032-2021-01	Planning Director	Pending	Pending	Pending
DSP-24004	TCP2-032-2021-02	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The subject application is a DSP for the construction of single family attached dwelling units and modifications to the limits of disturbance and primary management area (PMA) impacts.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a TCP that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved preliminary plan of subdivision (4-19012) and detailed site plan (DSP-19017).

SITE DESCRIPTION

The current zoning for the site is Residential, Multifamily-20 (RMF-20); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed Use-Transportation Oriented (M-X-T) Zone.

This 68.79-acre site is zoned M-X-T and is located at 4108 Rocky Bend Way in Upper Marlboro, approximately one mile north of its intersection with MD 4 (Pennsylvania Avenue). A review of the available information indicates that regulated environmental features (REF) including streams and their buffers, and 100-year floodplain are located on-site. The soil types found on-site according to the United States Department of Agriculture Natural Resources Conservation Services Web Soil Survey are Marr-Dodon complex, Dodon fine sandy loam, Adelphia-Holmdel complex, and Westphalia-Dodon soils. A Marlboro clay evaluation area is located on the northwest corner of the site. According to the Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or near this property. There is Potential Forest Interior Dwelling Species (FIDS) habitat mapped on-site. The site has three stream systems that drain northward towards Cabin Branch, connecting to the Western Branch watershed, and then to the Patuxent River basin. The site has frontage on Melwood Road, which is a historic roadway, and is bounded by two master plan roads, a primary road to the north and collector to the west. The site is located within the *Approved Westphalia Sector Plan and Sectional Map Amendment* (February 2007). The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, and in the Established Communities of the General Plan Growth Policy map as designated by *Plan Prince George's 2035 Approved General Plan* (Plan 2035). The site is shown on the General Plan Generalized Future Land Use map (Plan 2035) as Residential Low. According to the 2017 *Countywide Green Infrastructure Plan* of the *Approved Prince George's Resource Conservation Plan* (GI Plan), the site contains Regulated and Evaluation Areas.

PRIOR APPROVALS

Conceptual Site Plan, CSP-19004 (PGCPB No. 2020-62)

Prince George's County Planning Board Resolution No. 2020-62 for conceptual site plan CSP-19004 and Type 1 Tree Conservation Plan TCP1-006-2016-02 was adopted by the Planning Board on May 7, 2020. The technical environmental conditions of approval found in PGCPB Resolution No. 2020-62 have been addressed.

Preliminary Plan of Subdivision 4-19012 (PGCPB No. 2021-41)

Prince George's County Planning Board Resolution No. 2021-41 for preliminary plan of subdivision 4-19012 and Type 1 Tree Conservation Plan TCP1-006-2016-03 was adopted by the Planning Board on April 8, 2021. The conditions of approval that were environmental in nature were either addressed prior to certification of the TCP1 or were addressed prior to the final plat and permit review.

Detailed Site Plan DSP-19017 (PGCPB No. 2021-147)

Prince George's County Planning Board Resolution No. 2021-147 for detailed site plan DSP-19017 and Type 2 Tree Conservation Plan TCP2-032-2021 was adopted by the Planning Board on December 9, 2021. The conditions of approval that were environmental in nature were addressed prior to certification of the TCP2 or will be addressed prior to the permit review.

Detailed Site Plan DSP-19017-01

The DSP-19017-01 is currently in review with staff pending a Planning Director review. This revision requested three impacts to the regulated environment. The DSP-24004 is reliant on the requested PMA impacts. Pending the decision of the Planning Director on the PMA impacts, DSP-24004 shall reflect the decision of the Planning Director.

ENVIRONMENTAL REVIEW

Natural Resource Inventory/ Environmental Features

The application has an approved Natural Resource Inventory (NRI-090-05-03). The TCP2 and the DSP show all the required information correctly in conformance with the NRI. Nine specimen trees are located on-site. Four streams of note are located on site, with floodplain noted along the northwestern edge of the property line. The area of floodplain also contains Marlboro Clay. The other three streams do not have associated floodplain but are given Primary Management Area (PMA) Buffers. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a TCP that was accepted for review on or before June 30, 2024, and shall conform to the environmental regulations of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). A Type 2 Tree Conservation Plan (TCP2-032-2021) was submitted with the current application.

Based on the submitted TCP2, the overall site contains a total of 50.35 acres of net tract woodlands and 2.35 acres of wooded floodplain. The plan proposes to clear 31.35 acres of net tract woodlands, and 0 acres of wooded floodplain. The resulting woodland conservation requirement is 17.80 acres which is proposed to be met with 19.00 acres of woodland preservation. A woodland and wildlife habitat conservation easement was recorded for this application (Liber 47387 folio 596). The revisions proposed with DSP-19017-01 directly impact this recorded easement. The easement shall be vacated and restated prior to signature approval of the TCP2.

Technical revisions are required on the TCP2 which are included in the conditions listed at the end of the memorandum.

Specimen, Champion, or Historic Trees

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Environmental Technical Manual.”

Eight specimen trees were identified on the site, with one located off-site. The removal of seven specimen trees and retention of tree ST-50 and the off-site tree ST-57 was approved by the Planning Board with Preliminary Plan of Subdivision 4-19012. No additional specimen trees are proposed to be removed with this application.

Preservation of Regulated Environmental Features/Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: “The Planning Board may approve a Detailed Site Plan if it finds that the Regulated Environmental Features (REF) have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).”

Impacts to the REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for Stormwater Management (SWM) facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REF. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The Planning Board approved seven impacts to the REF (PGCPB Resolution No. 2021-41). Impacts 1, 2, and 5 through 7 are impacts necessary for stormwater management outfalls; Impact 3 is for the removal of an existing structure; and Impact 4 is for a recreation trail.

A Statement of Justification (SOJ) was submitted and reviewed as part of DSP-19017. The SOJ stated that no new impacts were proposed with the DSP-19017 application; however, Impact 1 had decreased in size, and Impacts 3 and 4 had increased in size. The four remaining approved Impacts identified as 2, 5, 6, and 7 (for the placement of stormwater outfall structures) were unchanged.

With DSP-19017-01, a revised SOJ was submitted for modifications to PMA Impacts 1, 6, and 7. All of the requested changes for PMA impacts are for stormwater purposes. Impacts 1 and 6 are for outfall extensions, while Impact 7 is a request to increase the non-woody buffer for a stormwater facility. The PMA SOJ submitted by the applicant with DSP-19017-01 only compares the impacts to 4-19012 and does not consider the modifications made with DSP-19017, although minor, to previously approved PMA Impact 1.

No changes to PMA Impacts 2, 3, 4, and 5 were proposed with that application. The modifications to previously approved PMA Impacts 1, 6, and 7 are pending the decision of the Planning Director.

The PMA impacts, as proposed, are in conformance with the prior approvals 4-19012 and DSP-19017 and are in conformance with the modification proposed with DSP-19017-01. Since DSP-19017-01 will expire on January 6, 2025, the modifications to the PMA impacts are being evaluated with DSP-24004. The analysis of the impacts are as follows.

IMPACT 1

Impact 1 was approved with PPS 4-19012 for 4,268 square feet (0.10 acre) for a stormwater outfall and its required grading. That impact was reduced with DSP-19017 to 4,258 square feet (0.10 acre). With DSP-19017-01 this impact has increased by 3,323 square feet (0.076 acre) for a total permanent impact of 7,581 square feet (0.17 acre). This additional impact is requested to meet the requirements of the Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Soil Conservation District (PGSCD) by bringing the outfall closer to the stream so that it will not be a source of future erosion. The outfall was redesigned, and the Limit of Disturbance (LOD) was set to minimize the area to be disturbed. There is an understanding that while the stormwater concept plan is expired, the locations of the outfalls should not change significantly. Revised PMA Impact 1 is supported as proposed.

IMPACT 6

Impact 6 was approved with PPS 4-19012 for 15,520 square feet (0.36 acre) of impacts for a non-woody buffer and a stormwater outfall. This impact was not modified with DSP-19017, as the stormwater facility and outfall were stated to be fully designed so no additional impacts were expected. Non-woody buffers for stormwater facilities are a standard DPIE and PGSCD requirement. The applicant is expected to design the stormwater for the site in such a way that the non-woody buffer does not impact the PMA. With DSP-19017-01 the applicant is requesting an additional 433 square feet (0.01 acre) of impacts to extend the riprap to the stream as required by DPIE and PGSCD. This additional impact results in a total of 15,953 square feet (0.37 acre) of PMA impacts. The modification to this impact is not a result of an increase in the non-woody buffer. There is an understanding that while the stormwater concept plan is expired, the locations of the outfalls should not change significantly. Revised Impact 6 is supported as proposed.

IMPACT 7

Impact 7 was approved with PPS 4-19012 for 7,809 square feet (0.18 acre) of impacts for a non-woody buffer and a stormwater outfall. This impact was not modified with DSP-19017, as the stormwater facility and outfall were stated to be fully designed so no additional impacts were expected. Non-woody buffers for stormwater facilities are a standard DPIE and PGSCD requirement. The applicant is expected to design the stormwater for the site in such a way that the non-woody buffer does not impact the PMA. With DSP-19017-01 the applicant is requesting an additional 2,841 square feet (0.065 acre) of impacts to provide an expanded non-woody buffer as a result of the dimensions of the pond as required by DPIE and PGSCD. This additional impact results in a total of 10,650 square feet (0.24 acre) of PMA impacts. The applicant's SOJ identifies this increase as a temporary impact which is incorrect. A PMA impact for a non-woody buffer, as the name implies, cannot be wooded or replanted. These buffers are subject to a maintenance requirement and must be mowed regularly to prevent vegetation.

As such, this impact is considered permanent. EPS Staff does not support non-woody buffer impacts for stormwater facilities without express written correspondence from DPIE. A meeting with the applicant occurred on October 8, 2024, where additional information on the required documentation to support the non-woody buffer was provided. The applicant provided an email from DPIE dated October 10, 2024, on the status of the revised stormwater management concept plan and that the changes were acceptable. Based on this email the non-woody buffer impacts are unavoidable and supported as proposed.

PMA IMPACT SUMMARY

The Environmental Planning Section finds that revised PMA Impacts 1, 6, and 7 can be supported as proposed for the extension of the stormwater outfalls. There is an understanding that while the stormwater concept plan is expired, the locations of the outfalls should not change significantly.

Stormwater Management

The applicant has submitted an approved Stormwater Management Concept Plan (59055-2019-00) which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on August 16, 2021; and approved Stormwater Management Concept Letter (59055-2019-01) approved June 10, 2022, and valid until August 16, 2024. This plan proposes three different types of best management practices (BMP), micro-bioretenention ponds, dry wells, and submerged gravel wetlands that are proposed to improve surface and ground water quality. The TCP2 shows different stormwater facilities and outfalls. In the resubmission materials the applicant provided a revised stormwater concept letter indicating that the stormwater plan, while still in review, is valid until August 16, 2027. Prior to certification of TCP2-032-2021-01 the applicant shall submit the approved revised stormwater concept plan.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Adelphia-Holmdel, Marr-Dodon complex, Dodon fine sandy loam, and Westphalia-Dodon soils. A Marlboro Clay evaluation area occurs on the northwestern corner of this site; however, the submitted soils report and addendum for the development proposed with DSP-19017-01 were reviewed by the Department of Permitting, Inspections and Enforcement (DPIE) and indicated that there are no safety concerns with soils at time of DSP. DPIE may require a soil report to address on-site conditions prior to the issuance of a grading and/or building permits. This information is provided for the applicant's benefit. No further action is needed as it relates to soils.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-24004 and TCP2-032-2021-02 subject to the following recommended findings and conditions.

Recommended Findings:

1. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the tree conservation plan submitted for review.

Impacts for construction of roadways, stormwater management outfall structures, razing of existing structures, and proposed trail were approved under 4-19012. With DSP-19017 primary management area (PMA) Impacts 2, 5, 6 and 7 remained the same from 4-19012 approval. Impacts 1, 3, and 4 were modified and approved with DSP-19017. With DSP-19017-01 and DSP-24004 modifications to previously approved PMA Impacts 1, 6, and 7 are supported as proposed.

2. No specimen trees are proposed for removal with this application.

Recommended Conditions:

The Environmental Planning Section recommends approval of Detailed Site Plan, DSP-24004 and TCP2-032-2021-02, subject to the following conditions:

1. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall be revised as follows, in accordance with the Environmental Technical Manual:

- a. Within the Environmental Planning Section approval block, provide the DRD case number DSP-19017 along the -00 line and DSP-19017-01 along the -01-revision line on each sheet. Indicate the reason for revision as "Modifications to PMA Impacts" on each sheet.
- b. Provide the Forest Conservation Act reporting table and feature capture plan.
- c. The Woodland and Wildlife Habitat Conservation Easement (WCE) recorded on-site shall be amended and restated. and recorded in Land Records prior to signature approval of the TCP2, with the recording Liber and folio added to the TCP2.

2. Prior to certification of the detailed site plan the applicant shall submit the approval for the revised stormwater management concept plan for the record.



October 21, 2024

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section

VIA: Mridula Gupta, Acting Supervisor, Subdivision Section *MG*

FROM: Mahsa Vatandoost, Planner II, Subdivision Section *MV*

SUBJECT: DSP-24004; Enclave at Westphalia

The property subject to this detailed site plan DSP-24004 is located on Tax Map 91 in Grids A-3, A-4, B-3, and B-4. The subject property for the proposal is recorded in Prince George's County Land Records in Plat Book ME 263 Plat nos. 18 through 28 as Lots 1-58, Block A; Lots 1-108, Block B; Lots 1-190, Block C; Parcels A-Z, and Parcels AA-PP. The property consist of a total of 68.70 acres and is located within the Industrial Employment (IE) Zone. However, this application is being reviewed pursuant to the prior Zoning Ordinance and Subdivision Regulations and the property's prior Mixed Use - Transportation Oriented (M-X-T) zoning. The site is also located within the Military Installation Overlay (M-I-O) Zone for height and subject to the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA).

This application was accepted for review on September 13, 2024, and comments were provided at the SDRC meeting on September 27, 2024. This referral is based on revised plans received on October 11, 2024.

This DSP application proposes the development of 356 single-family attached dwelling units on 356 lots and 42 parcels.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-19012 which was approved by the Planning Board on March 18, 2021 (PGCPB Resolution No. 2021-41) titled "The Enclave at Westphalia". PPS approved 356 lots and 42 parcels for the development of 356 single family attached dwellings on the property. The development proposed in this DSP does not exceed that which was approved with PPS 4-19012. DSP-19017 was approved by the Planning Board in 2021, for the development of 356 single-family attached dwelling units on the subject property. This current DSP proposes the same quantity and type of development as approved under DSP-19017. The subject property was platted in accordance with 4-19012 and DSP-19017 and recorded in Plat Book ME 263 Plat nos. 18 through 28 as Lots 1-58 Block A; Lots 1-108 Block B; Lots 1-190 Block C; Parcels A-Z, Parcels AA-PP.

PPS 4-19012 was approved subject to 23 conditions. of which the conditions relevant to the review of this proposed amendment are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. **Any nonresidential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

This DSP application does not propose any nonresidential development on the property. A new PPS is not required at this time.

3. **Development of this site shall be in conformance with the pending Stormwater Management Concept Plan, (59055-2019-0), and any subsequent revisions.**

A copy of the approved Stormwater Management (SWM) Concept Plan 59055-2019-01 and approval letter were submitted with this DSP application. The proposed development and the SWM concept plan should be reviewed by the Environmental Planning Section for conformance to this condition.

4. **Prior to approval of a final plat:**

- a. **The final plat shall include the grant of 10-foot-wide public utility easements along both sides of all public rights-of-way and along one side of all private rights-of-way.**

DSP shows 10-foot-wide public utility easements along both sides of all public rights-of-way and one side of all private rights-of-way consistent with the approved PPS.

- b. **The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.**

This condition was reviewed by the Subdivision Section prior to the final plats approval. A homeowners association (HOA) has been established for the subdivision and the Liber and folio of the recorded declaration of covenants for the HOA has been reflected on the approved final plats.

- c. **At the time of final plat, the applicant shall dedicate the right-of-way at the western corner of the property for the future master plan road Greenpoint Lane (C-636), as shown on the approved preliminary plan of subdivision.**

The site plan reflects the required dedication of the right-of-way at the western corner of the property for the future master plan road Greenpoint Lane (C-636) in conformance with the PPS 4-19012.

5. **Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities:**

- a. **Standard five-foot-wide sidewalks along both sides of all roads, public or**

private, excluding alleys.

- b. **Continental style crosswalks crossing both points of vehicle entry along Bridle Vale Road (P-615), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**
- c. **Perpendicular or parallel Americans with Disabilities Act curb ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.**
- d. **Outdoor bicycle parking at all community recreational areas.**
- e. **A minimum eight-foot-wide shared-use path connecting the sidewalk to Road "A" and surrounding the Proposed Pond No. 4.**
- f. **A minimum eight-foot-wide shared-use path connecting the sidewalk along Road "B" with the sidewalk along Road "G".**

The Transportation Planning Section should evaluate the DSP for conformance to this condition.

- 7. **In accordance with Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private on-site recreational facilities.**
- 8. **The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department for adequacy and proper siting, in accordance with the *Park and Recreation Facilities Guidelines*, at the time of detailed site plan.**

The applicant provided a recreation plan depicting the proposed private on-site recreational facilities and cost estimate tabulation in the DSP submittal package. The Urban Design Section should further evaluate the DSP for conformance to Conditions 7 and 8.

- 13. **Total development within the subject property shall be limited to uses which generate no more than 249 AM peak-hour trips and 285 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

This DSP proposes 356 residential dwelling units, which is consistent with the residential unit number approved with PPS 4-19012. The proposed development should be reviewed by the Transportation Planning Section to determine if the trip cap established by the PPS has been exceeded.

- 20. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-006-2016-003). The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type 1

Tree Conservation Plan (TCP1-006-2016-003), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

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

"This plat is subject to the recordation of a woodland and wildlife habitat conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

A Type 2 Tree Conservation Plan (TCP2-032-2021-02) was submitted with this DSP application. The Environmental Planning Section should review the TCP2 for conformance to the approved TCP1.

Additional Comments

1. The property received an automatic certificate of adequacy (ADQ) associated with PPS 4-19012 pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, which became effective April 1, 2022, and is valid for twelve years from that date, subject to the expiration provisions of Section 24-4503(c).

Recommended Conditions

None.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP, and must be consistent with the record plats, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



October 9, 2024

MEMORANDUM

TO: David Myerholtz, Urban Design Section

FROM: Michelle Meneely, Permit Review Section *MEM*

SUBJECT: DSP-24004, Enclave At Westphalia, DRD, MEM


1. The Permit Review Section offers no further comments for this development application.




October 22, 2024

MEMORANDUM

TO: David Myerholtz, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division


VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-24004 – Enclave at Westphalia

Proposal

The subject Detailed Site Plan (DSP) application proposes the construction of 356 single-family dwelling units in the Residential, Multifamily 20 (RMF-20) zone. The subject site is located along the south side of Bridle Vale Road, directly southeast of its intersection with Water Lily Way. The Transportation Planning Section's (TPS) review of this DSP application was evaluated using the standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval

The site is subject to Preliminary Plan of Subdivision (PPS) 4-19012. The relevant transportation conditions of approval related to the subject application are listed below:

4-19012

5. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall depict the following pedestrian and bicycle facilities:
 - a. Standard five-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.
 - b. Continental style crosswalks crossing both points of vehicle entry along Bridle Vale Road (P-615), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Perpendicular or parallel Americans with Disabilities Act curb ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.

- d. Outdoor bicycle parking at all community recreational areas.
- e. A minimum eight-foot-wide shared-use path connecting the sidewalk to Road "A" and surrounding the Proposed Pond No. 4.
- f. A minimum eight-foot-wide shared-use path connecting the sidewalk along Road "B" with the sidewalk along Road "G".

Comment: The applicant's submission accurately displays the above-mentioned improvements. Staff would note that the eight-foot-wide shared-use path required with condition 5-e has been increased to ten feet wide, per staff recommendation.

- 6. Prior to the approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities:
 - a. R4-11, "Bikes may use full lane" signage and shared-lane pavement markings (sharrows) along the subject site's frontage of Melwood Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.

Comment: The above condition remains and will be addressed prior to approval of the first building permit.

- 13. Total development within the subject property shall be limited to uses which generate no more than 249 AM peak-hour trips and 285 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

Comment: The subject application is consistent with the established trip cap.

- 14. Prior to issuance of each building permit, the applicant and the applicant's heirs, successors, and/or assignees shall, pursuant to the provisions of Prince George's County Council Resolution CR-66-2010 and the MD 4/Westphalia Road Public Facilities Financing and Implementation Program, pay to Prince George's County (or its designee) a fee of \$2,670.46 (in 2010 dollars) per dwelling unit, pursuant to the memorandum of understanding (MOU) required by CR-66-2010. The MOU shall be recorded in the land records of Prince George's County, Maryland. These unit costs will be adjusted based on an inflation cost index factor to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement at the time of the issuance of each permit.

Comment: The above condition remains and will be addressed prior to the approval of each building permit.

- 15. Prior to the approval of any final plat for this project, pursuant to Prince George's County Council Resolution CR-66-2010, the owner/developer, its heirs, successors and/or assignees shall execute a memorandum of understanding (MOU) with the County that sets

forth the terms and conditions for the payment of fees by the owner/developer, its heirs, successor and/or assignees, pursuant to the Public Facilities Financing and Implementation Program. The MOU shall be executed and recorded among the Land Records of Prince George's County, Maryland, and the liber/folio noted on the final plat of subdivision.

Comment: The above condition remains and will be addressed prior to the approval of the final plat.

16. Except as provided in Condition 17, prior to the approval of any building permit within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Bridle Vale Road extension: Extend the stub end of existing Bridle Vale Road for approximately 1,300 feet as a primary residential street to its terminus at Dower House Road.
17. In the event that Dower House Road has full financial assurances and is permitted for construction to the northern boundary of the subject property, the applicant may obtain building permits for Lots 1-3, Block A to allow for the completion of all necessary excavation and piers and footings of the three townhouse units.

Comment: The above conditions remain and will be addressed prior to approval of the first building permit.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

Master Plan Roads

The subject property has frontage on Bridle Vale Road (P-615) along the northern bounds of the site. Per the MPOT, the portion of Bridle Vale Road that fronts the subject property is designated as a 2-lane primary roadway with an ultimate right-of-way of 60-70 feet. The submitted plans display Bridle Vale Road as a two-lane roadway with a 60-foot-wide right-of-way, which is consistent with MPOT recommendations.

The subject property has frontage on Melwood Road along the western bounds of the site. Neither the MPOT nor the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* contain right-of-way recommendations for this portion of Melwood Road. No vehicular access to the site is proposed along Melwood Road. The submitted plans display Melwood Road as a two-lane roadway with a variable width right-of-way. Staff would note that this portion of Melwood Road is the location for the future Melwood Legacy Trail, which is discussed in greater detail below with bicycle and pedestrian recommendations.

Lastly, the subject property has frontage on Water Lily Way (C-636) along the far western bounds of the site. Neither the MPOT nor the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* contain right-of-way recommendations for this portion of Water Lily Way. No vehicular

access to the site is proposed at Water Lily Way. The submitted plans display Water Lily Way as a 70-foot-wide right-of-way.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends the following facilities:

Planned Shared Roadway: Melwood Legacy Trail, Bridle Vale Road

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

This development is subject to 2007 *Approved Westphalia Sector Plan and sectional map amendment*. A bicycle/pedestrian trail network is displayed as Map 11 (p.45). This map shows several pedestrian and bicycle facilities that will connect to the subject property upon construction, specifically the Melwood Legacy Trail.

Comment: The site plan includes shared-lane markings (sharrows) as well as locations for “Bicycles May Use Full Lane” signage assemblies along the site’s frontage of Bridle Vale Road. The applicant has provided a Pedestrian Circulation Plan which shows all on-site sidewalks, bicycle parking locations at all community gathering areas, all crosswalks, an eight-foot-wide trail that connects the two pods of development, a 10-foot-wide trail surrounding Pond 4 at the northwest section of the development, and a 10-foot-wide trail originating south of Lot 58, which links the subject property to Melwood Road. The applicant has also provided a specific exhibit (Melwood Trail Connection Exhibit) which details the 10-foot-wide shared-use path intersecting with the location of the future Melwood Legacy Trail. A sign exhibit has been included which prevents motorists from accessing Melwood Road at this location. Additional signage has been provided alerting motorists to bicyclists along Melwood Road. Staff find the applicant’s submission meets the bicycle and pedestrian goals and recommendations of the MPOT and the 2007 *Approved Westphalia Sector Plan and sectional map amendment*.

Transportation Planning Review **Zoning Ordinance Compliance**

Section 27-283 of the Prince George’s County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

(I) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(ix) Pedestrian and vehicular routes should generally be separate and clearly marked.

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques

(xi) Barrier-free pathways to accommodate the handicapped should be provided

(6) Site and streetscape amenities

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated to enhance the visual unity of the site.

Comment: The subject property has two points of vehicle entry, both of which are located along the site's frontage of Bridle Vale Road. Access throughout the site is provided along private on-site roadways. Site circulation is confined to the site, thereby ensuring that no cut-through traffic will take place from any neighboring developments. Sidewalks are shown along both sides of all new roads, accommodating pedestrian movement throughout the site. Crosswalks are shown at the points of vehicle entry points and at intersections throughout the development.

The applicant has provided a parking tabulation, indicating the 356 dwellings require 2.04 parking spaces per unit or a total of 727 spaces. The applicant's submission shows a total of 1,560 spaces. Specifically, 136 parking spaces are shown on-street, 712 parking spaces in garages, and 712 parking spaces in driveways. While the amount of parking is well above what is required, the excess parking spaces are located within garages or driveways where site circulation will not be negatively impacted. Based on 27-568(a) staff find on-site parking to be sufficient for the subject application.

Conclusion:

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27, and meets the findings for pedestrian and bicycle transportation purposes.