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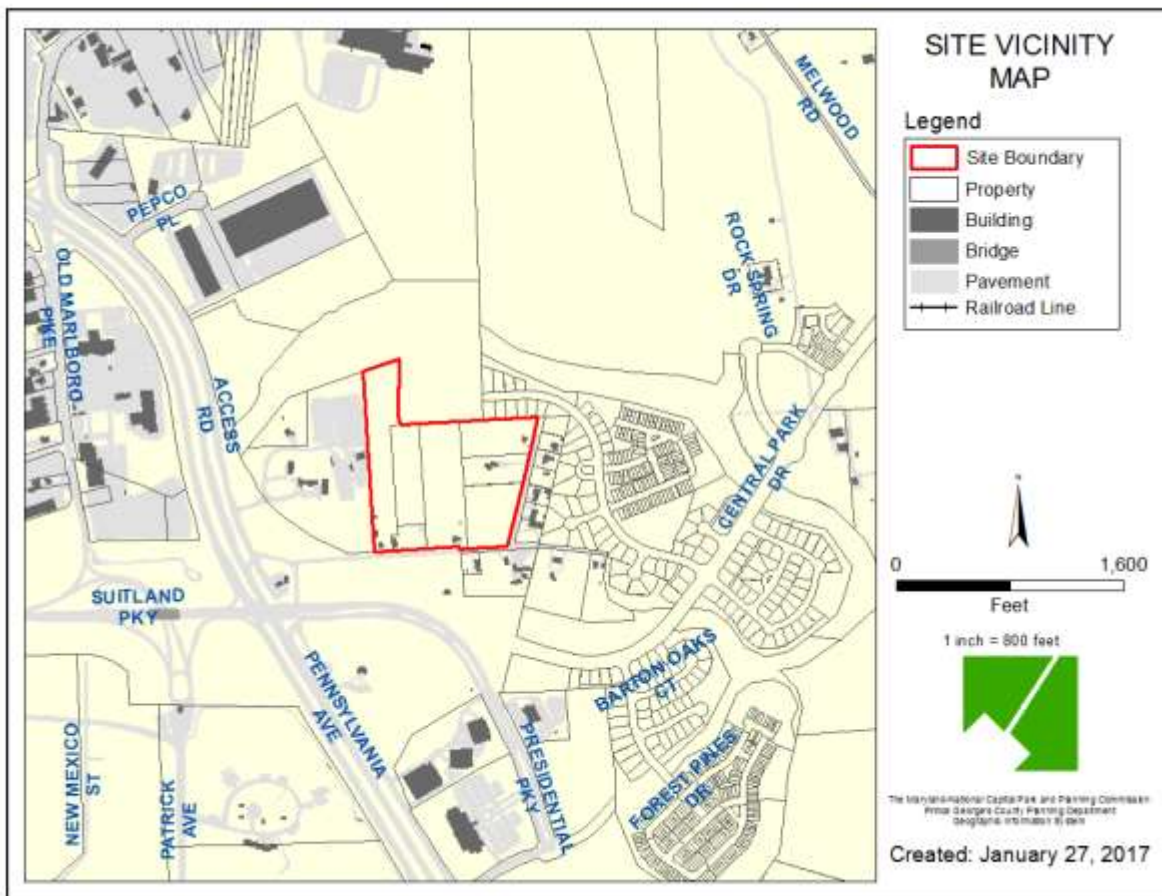
Detailed Site Plan Alternative Compliance

DSP-16010
AC-16013

Application	General Data	
Project Name: Cabin Branch Village Location: Northwestern quadrant of the intersection of Armstrong Lane and Ryon Road Applicant/Address: VP, LLP c/o Mark Vogel 760 Crandell Road, Suite 102 West River, MD 20778	Planning Board Hearing Date:	03/02/17
	Staff Report Date:	02/22/17
	Date Accepted:	10/14/16
	Planning Board Action Limit:	Waived to 03/02/17
	Plan Acreage:	24.59
	Zone:	M-X-T/R-R M-I-O
	Dwelling Units:	204
	Gross Floor Area:	N/A
	Planning Area:	78
	Council District:	06
	Election District	15
	Municipality:	N/A
	200-Scale Base Map:	206SE08

Purpose of Application	Notice Dates	
This case was continued from the Planning Board hearing date of February 16, 2017 to March 2, 2017. A detailed site plan (DSP) for 204 single-family attached dwelling units.	Informational Mailing:	03/04/16
	Acceptance Mailing:	10/05/16
	Sign Posting Deadline:	01/17/17

Staff Recommendation		Staff Reviewer: Jill Kosack, RLA, ASLA Phone Number: 301-952-4689 E-mail: Jill.Kosack@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE’S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16010
Type 2 Tree Conservation Plan TCP2-030-2016
Alternative Compliance AC-16013
Cabin Branch Village

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

EVALUATION

This detailed site plan (DSP) application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Mixed Use–Transportation Oriented (M-X-T) Zone, Military Installation Overlay (M-I-O) Zone and site design guidelines;
- b. The requirements of Prince George’s County Council Resolutions/Bills CB-8-2015, CR-66-2010, and CR-66-2006 and the guidance of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*, particularly the guidance of Exhibit 40 thereof as directed by Section 27-544(b)(1) of the Zoning Ordinance;
- c. The requirements of Conceptual Site Plan CSP-13001;
- d. The requirements of Preliminary Plan of Subdivision 4-13005;
- f. The requirements of the 2010 *Prince George’s County Landscape Manual*;
- g. The requirements of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance;
- h. The requirements of the Prince George’s County Tree Canopy Coverage Ordinance; and,
- i. Referral comments.

FINDINGS

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

1. **Request:** This subject DSP is for approval of 204 single-family attached dwelling units (townhouses).
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/R-R/M-I-O	M-X-T/R-R/M-I-O
Use(s)	Vacant	Single-family attached residential
Acreage per Zone		
M-X-T	23.59	23.59
R-R	1	1
Total	24.59	24.59
Dwelling Units	0	204
Residential Square Footage	0	550,800
Total Square Footage	0	550,800

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

Base Density Allowed	0.40 FAR
Residential Bonus Incentive	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.52 FAR

Note: *Additional density was previously approved in accordance with Section 27-545, Optional method of development, of the Zoning Ordinance.

Parking Requirements*

Total Residential Parking Spaces Required	417 Spaces
204 Townhouses @ 2.04 spaces each	
Total Residential Parking Spaces Provided	446 Spaces
Garage Spaces (2 standard per unit)	408 spaces
Private On-street Spaces (2 handicapped space)	38 spaces

Note: * The number of parking spaces for developments in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of DSP, as stated in Section 27-574 of the Zoning Ordinance. In this case, the applicant has chosen to provide the number of parking spaces normally required under Section 27-568.

3. **Location:** The subject property is located in the northwestern quadrant of the intersection of Armstrong Lane and Ryon Road, in Planning Area 78 and Council District 6. The project is

located within the boundaries of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

4. **Surrounding Uses:** The site is bounded to the north by vacant land in the Light Industrial (I-1) and Residential Medium Development (R-M) Zones; to the west by land uses in the Mixed-Use Transportation-Oriented (M-X-T) Zone; to the south across Armstrong Lane by vacant land in the M-X-T Zone; and to the east across Ryon Road by single-family detached residential units in the Rural Residential (R-R) Zone.
5. **Previous Approvals:** The property was the subject of Zoning Map Amendment A-9976, proposing to rezone the property to the M-X-T Zone. This application, however, was dismissed with the passage of Prince George's County Council Resolution CR-66-2010, as the property was rezoned to the M-X-T Zone in February 2007 by the adoption of the *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). Additionally, the property is subject to Council Resolution CR-66-2006 and the recently enacted County Council Bill CB-8-2015.

On July 30, 2015, the Prince George's County Planning Board approved Conceptual Site Plan CSP-13001 (PGCPB Resolution No. 15-85) for the development of the property as a mixed-use development including 206 single-family attached dwelling units and 8,676 square feet of commercial/retail space. On July 28, 2016, the Planning Board approved Preliminary Plan of Subdivision 4-13005 (PGCPB Resolution No. 16-86).

The property is also the subject of Stormwater Management Concept Plan 15564-2013-00 approved on July 31, 2014, and is valid for three years, or until July 31, 2017.

6. **Design Features:** This subject application proposes the construction of 204 single-family attached residential units, townhouses, on the subject property. The commercial portion of the development, located in the southwest corner of the property, will be the subject of a future DSP revision. The property is bisected by a north-south master planned major collector roadway (MC-634) and the townhouses are arranged in a grid on either side. The townhouses are a mix of front-load and rear-load two-car garage units served by either private streets or alleys. The townhouses are arranged in groups, or sticks, of three to eight units. Green open spaces and recreational facilities are provided for throughout the site. A decorative concrete and brick monument sign, with metal decorative fence and brick piers, is located at the southern entrance to the development.

Residential Architecture: The applicant has submitted architecture with the subject DSP which includes one model, the 'Schubert' by NVR Homes. This 22-foot-wide model offers a two-car front-load garage option with a base finished square footage of 2,379 and a two-car rear-load garage option with a base finished square footage of 2,186. Both versions are approximately 35 feet high, 42 feet deep, and offer multiple front elevation options, including elevations A, B, C, D, E, F, K, L, M, N, P. These elevations feature varied rooflines and a variety of façade options, including full or partial brick and siding front façades and partial stone and shaker siding façades. Other features include cross gables, dormers, specialty windows, enhanced trim and shutters etc. All of the side elevations provide a minimum of two standard architectural features; however, this requirement is included as a condition of approval to ensure that all models have the minimum number of endwall features in a balanced composition. A separate condition requires a minimum of three standard endwall features combined with a minimum of the first floor finished in brick, stone or stucco on highly-visible lots. Additionally, the provided architecture does not provide for a deck on any units. Therefore, a condition has been included in the Recommendation section of this report requiring this be added to allow flexibility to future homeowner's.

Recreational Facilities: Cabin Branch Village proposes a mix of private outdoor recreational facilities for the future population. Additionally, per previous approvals, the applicant is required to make a monetary contribution (also known as “park club” fee) with each building permit, toward construction, operations, and maintenance of the recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area.

The main recreation area, located on Parcel E to the east of the major collector roadway, is proposed to include a gazebo, community garden space and a combined tot-lot/pre-teen lot. A secondary recreation area is located on Parcel N, on the west side of the major collector roadway (MC-634), and is proposed to include a tot lot and a pre-teen lot. There is also a small garden space located west of the major collector roadway and south of Road ‘C’. Requirements for the timing of completion of these facilities is included in the Recommendation section of this report to ensure the timely provision of these amenities for future residents.

Green Building Techniques: The applicant plans to utilize BuiltSmart, which is a whole-home approach to building homes that provide the highest levels of performance, comfort, and savings throughout the development. Specific green building techniques of BuiltSmart are included in this report as an attachment.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547, Uses Permitted, of the Zoning Ordinance. The proposed 204 townhouses are a permitted use in the M-X-T Zone as Footnote 7 allows the maximum number and type of dwelling units to be determined at the time of the Conceptual Site Plan, which in this case was 206 townhouses. The DSP shows two units less than that of the approved CSP.
 - b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the 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**

Comment: The maximum floor area ratio (FAR) base density with this DSP is 0.52, which meets this requirement, as the optional method of development is utilized to allow for a maximum of 1.40 FAR with this DSP.
 - (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: The applicant proposes to include the uses on the M-X-T-zoned property in more than one building and on more than one lot, as allowed 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.**

Comment: The submitted DSP proposes regulations for location, coverage and height of all improvements.

- (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 Landscape Manual is analyzed in Finding 11 below.

- (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: While the overall development is accessed by public streets, some of the individual townhouse lots will be served by private streets and alleys. The use of private streets and alleys has been authorized pursuant to Subtitle 24.

- (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 eight hundred (1,800) 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 six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) 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 six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) 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, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) 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 are preferred to 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: Per Section 27-544(c)(2) of the Zoning Ordinance, the limitations on lot size and width requirements in this section do not apply to property placed in the M-X-T Zone through a sectional map amendment intended to implement land-use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation. This includes the subject property. The proposed townhomes conform to the other applicable parts of this section.

- (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).

Comment: The governing document in this instance is Exhibit 40 of County Council Resolution CR-66-2006 that approved the Westphalia Sector Plan and SMA. The subject DSP is in alignment with its guidance and vision. Enhanced residential architecture that can help set the bar for quality architecture in the Westphalia Sector Plan has been proposed with the subject DSP.

- c. The DSP is in conformance with the applicable site plan site design guidelines contained in Section 27-283, as cross-referenced in Section 27-274. The subject development provides a more compact, urban layout, and in accordance with Section 27-274(a)(11)(B) the units front on roadways. Where the units do not front on roadways, they front on shared green open space.

To convey the individuality of each townhouse unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features such as roofline, window and door treatments, projections, colors, and materials. The proposed townhouse architecture is consistent with this guideline.

- d. 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 detailed site plan in the M-X-T Zone, as follows:

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

Comment: The proposed development is in conformance with this requirement. In accordance with Section 27-542(a)(2), the proposed detailed site plan will implement the recommendation of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* by contributing to the creation of a compact, mixed-use community. The walkable, mixed-use development proposed on the site takes advantage of the nearby major intersections of Pennsylvania Avenue (MD 4) and Westphalia Road/Old Marlboro Pike, MD 4 and Suitland Parkway, and Suitland Parkway Extended and Presidential Parkway, and allows for reduction of the number and distance of automobile trips by constructing residential and nonresidential uses in close proximity to each other. This development meets the purposes of the M-X-T Zone.

(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: As the property for Cabin Branch Village was placed in the M-X-T zone through a Sectional Map Amendment approved after October 1, 2006, specifically by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Sector Plan),

this regulation governs the development of the site. This DSP application represents the culmination of the Cabin Branch Village plan's design evolution. Compliance with the Westphalia Sector Plan's guidelines has been confirmed by the Planning Board resolutions of approval for CSP-13001 and Preliminary Plan of Subdivision 4-13005.

- (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: Several road connections to adjacent developments and the potential for limited commercial use along the southern boundary of this project provide physical integration that will catalyze community improvement.

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

Comment: The development has been evaluated against the guidelines of the Westphalia Sector Plan at time of CSP-13001 approval. The most intensive use, the commercial use, is located along the southern edge of the site, with the single-family attached units occupying the rest of the site, helping to transition toward the lower-density residential uses east of the site. Therefore, the project is in accordance with this stated purpose.

- (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;**

Comment: The mix of uses, arrangement of buildings, private recreational facilities, and other improvements and amenities, as approved in CSP-13001 and shown on this DSP, reflect a cohesive development capable of sustaining an independent environment of continuing 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;**

Comment: The proposed residential dwelling units are to be completed in a single stage. Therefore, this requirement is not relevant to the subject project.

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

Comment: The detailed site plan shows sidewalks along all public and private roads, forming a comprehensive pedestrian network throughout the site.

- (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: The submitted DSP shows high-quality urban design of the gathering places through the use of decorative lighting, benches, and varied landscaping techniques.

- (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.**

Comment: The subject application is not a conceptual site plan, so this finding is not applicable.

- (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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

Comment: This proposed development was the subject of Preliminary Plan of Subdivision 4-13005, which was approved by the Planning Board on July 28, 2016, included a finding of adequacy for the subject development. This DSP meets this requirement.

- (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: The subject property it is not being developed as a Mixed-Use Planned Community. Therefore, this requirement is not relevant to the subject project.

- e. **Military Installation Overlay Zone (MIO) Zone:** The subject property is located within the Military Installation Overlay (M-I-O) Zone, specifically in Height Surface D, which has a height limit of 150 feet. The maximum height of the proposed residential units is approximately 35 feet. The site is also within the 60 to 74 dBA noise contours. Per Section 27-548.55(b) of the Zoning Ordinance, interiors of all new residential construction within the Noise Intensity Contours, including additions, must be certified to 45 dBA Ldn or less by an Acoustical Engineer or qualified professional of competent expertise. A condition requiring this for all new residential units has been included in the Recommendation section of this report.

8. **2007 Approved Westphalia Sector Plan and Sectional Map Amendment:** The subject site is located within the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*. This site was rezoned as part of the sector plan from the R-R and I-1 Zones to the M-X-T Zone, while retaining Parcel 201 in the R-R Zone. This application is located in an area mapped Medium-Density Residential in the Westphalia Sector Plan and SMA. The Sector Plan calls for the development of:

“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.”

The Westphalia Sector Plan and SMA provided the following summarized policies and strategies for the development of Residential Areas:

Policy 5—Residential Areas

- **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.**

Comment: The subject application shows a site layout for a medium-density residential neighborhood of townhouses. The DSP presents a uniform building style and architecture with high quality design of the side and rear elevations. Flat façades are avoided by using bay windows and other projecting elements.

- **Design residential developments that connect and appropriately transition to pre-existing communities and neighboring commercial areas:**
 - **Discourage use of walls, gates, and other barriers that separate residential neighborhoods from the surrounding community and commercial areas.**

Comment: The subject proposal is designed to effectively connect to the existing communities and area amenities through the public sidewalks, master plan trail and pedestrian network. No walls, gates or other barriers are proposed to separate the residential portion from the surrounding community or the proposed commercial area.

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

Comment: The DSP provides an efficient, safe, and interconnected street system that links to adjacent subdivisions and provides pedestrian connections to nearby destinations.

9. **Conceptual Site Plan CSP-13001:** Conceptual Site Plan-13001 (PGCPB Resolution No. 15-85) was approved by the Planning Board on July 30, 2015, subject to seven conditions of which the following are relevant to the review of this DSP:

4. **Prior to approval of a preliminary plan of subdivision for the subject project:**

- a. **Active recreational facilities shall be included for residents of all ages either within a quarter mile or on the subject property.**

Comment: This issue was addressed at the time of PPS. The submitted DSP shows parcels with active recreational facilities on both sides of the development, which is split in two by the master-planned collector roadway. Additionally, the applicant was conditioned in the PPS to pay a \$3,500 fee per dwelling unit into a “park club” account administered by the M-NCPPC for the Westphalia Central Park. All of these facilities will provide opportunities for residents of all ages as required.

6. **Prior to approval of each detailed site plan (DSP) for the project:**

- a. **The private recreational facilities to be included in the land area covered by the DSP shall be reviewed for conformance with the standards outlined in the Park and Recreation Facilities Guidelines, including adequacy and proper siting by the Urban Design Section.**

Comment: The provided private recreational facilities are in conformance with the *Park and Recreation Facilities Guidelines*. The recreational facilities shown on the DSP are adequate and properly located.

- b. **The architecture shall be reviewed for the project that meets the following requirements:**

- (1) **The architecture shall follow the general guidance of the illustrative contained on page 2 of Exhibit 40 of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment. This would include:**
 - (a) **A predominant use of brick.**
 - (b) **Well-designed façades with regular and objectively attractive patterns of fenestration.**
 - (c) **Use of architectural detail such as shutters, keystone arches or decorative lintels, and over and pronounced sills at the base of the windows.**
 - (d) **A varied roofline, utilizing dormers.**
 - (e) **The applicant shall provide a list of green building techniques to be used in this project.**

Comment: The submitted architecture provides a predominant use of brick, well-designed facades, architectural details such as shutters and decorative

lintels, varied rooflines, and the applicant provided a list of green building techniques to be used (see attached BuiltSmart sheet).

- c. **Sufficient and suitably located guest parking shall be provided for the development.**

Comment: The submitted DSP provides for sufficient and suitably located guest parking throughout the development.

- d. **Plans for the project shall conform to Section 27-548(h) with respect to the development of the townhouses that are part of this development or appropriate relief shall be obtained.**

Comment: This is discussed in Finding 7 above.

- e. **In the areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, and other amenities, such as types and textures of materials, landscaping and screening, street furniture, and natural and artificial lighting.**

Comment: The submitted DSP shows high-quality urban design of the gathering places through the use of decorative lighting, benches, and varied landscaping techniques.

- f. **Plans shall identify an area for a community garden.**

Comment: The submitted DSP indicates an area for a community garden.

- g. **A detailed analysis of the internal pedestrian network shall be provided and pedestrian safety features and additional neighborhood connections shall be analyzed.**

Comment: The submitted DSP provides a complete internal pedestrian network with crosswalks and neighborhood connections.

- 10. **Preliminary Plan of Subdivision 4-13005:** Preliminary Plan of Subdivision PPS 4-13005 (PGCPB Resolution No. 16-86) for Cabin Branch Village was approved by the Planning Board on July 28, 2016, subject to 25 conditions of which the following are relevant to the review of this DSP:

- 2. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 15564-2013-00 and any subsequent revisions consistent with the approved preliminary plan of subdivision.**

Comment: The DSP is in conformance with Stormwater Management Concept Plan 15564-2013-00. The plan was part of the submittal package, and General Note 18 correctly references the stormwater concept approval.

- 3. **At the time of final plat, the applicant shall grant public utilities as approved on the approved DSP.**

Comment: The submitted DSP shows a complete system of public utility easements.

7. **Total development within the subject property shall be limited to uses which generate no more than adding 157 (38 in; 119 out) AM peak-hour trips and 209 (128 in; 81 out) PM peak-hour trips in consideration of the approved trip rates as well as a 60 percent by-pass rates for retail. Any development generating an impact greater than that identified herein shall require a new determination of adequacy of transportation facilities.**

Comment: The subject application is proposing 204 dwelling units, which is twelve fewer than that was approved with the PPS. Based on the 204 units being proposed on the subject application, the trip cap will not be exceeded. However, the trip cap will be retested when the commercial portion of the site is evaluated in a future DSP.

10. **Prior to approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

Comment: Conformance with this condition must be demonstrated at the time of building permit. This condition will be carried over as a condition of approval.

11. **At the time of detailed site plan, a lighting plan shall be submitted. The lighting plan shall demonstrate the reduction of sky glow through the use of full cut-off optics. Lighting from the commercial development shall be directed away from the adjacent on-site and off-site residential areas.**

Comment: A lighting and photometric plan was submitted with the DSP showing the use of full cut-off optics. Lighting for the commercial development will have to be analyzed at the time of a future DSP that includes details for it.

12. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval and on the approved plan, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

Comment: The DSP is in conformance with the mix of uses approved on the PPS.

16. **Prior to the approval of the DSP the applicant shall obtain approval from DPW&T and/or DPIE for the dedication to public use of any non-standard public ROW (Section 24-123(a)(4)).**

Comment: DPIE has indicated that they will not accept dedication of the non-standard public right-of-way. Therefore, Road 'C' will have to be private, but to provide the needed cross-parcel access, a public use easement is required. Therefore, a condition has been included in the Recommendation section of this report requiring the DSP to be revised to show that.

17. **Prior to approval of a detailed site plan (DSP) for the project, the applicant shall show conformance with or provide information as follows:**

- a. **Adequate attention be paid to the interface between the commercial and residential sections utilizing items such as landscaping, fencing and/or required upgrades to architecture to make the one land use more compatible with the other.**

Comment: The proposed residential lots are set back approximately 35 feet from the commercial parcels. The intervening homeowners' association parcel is proposed to be planted and slopes down to the commercial area. This provides sufficient opportunity for an appropriate interface between the residential and commercial sections. However, this will have to be fully evaluated at the time of a DSP for the commercial development.

- b. **The private recreational facilities shall be reviewed for conformance with the standards outlined in the Park and Recreation Facilities Guidelines, including adequacy and proper siting by the Urban Design Section.**

Comment: The provided private recreational facilities are in conformance with the *Park and Recreation Facilities Guidelines*, including adequacy and proper siting of the facilities.

- c. **The architecture shall be reviewed for the project that meets the following requirements:**

- (1) **The architecture shall follow the general guidance of the illustrative contained on page 2 of Exhibit 40 of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment. This includes the following:**

- (i) **A predominant use of brick;**
 - (ii) **Well-designed façades with regular and objectively attractive patterns of fenestration;**
 - (iii) **Use of architectural detail such as shutters, keystone arches or decorative lintels, and over and pronounced sills at the base of the windows;**
 - (iv) **A varied roofline, utilizing dormers.**

Comment: The submitted architecture provides a predominant use of brick, well-designed façades, architectural details such as shutters and decorative lintels, and varied rooflines.

- d. **The applicant shall provide a list of green building techniques to be used in this project.**

Comment: The applicant provided a document indicating that the proposed homes will be "BuiltSmart" homes, which is an approach to building homes to provide the highest levels of performance, comfort and savings. Some of the features of this program include ENERGY STAR appliances, high-level insulation, insulated basements and attics, and eco-friendly building materials.

- e. **Sufficient and suitably located guest parking shall be provided for the development.**

Comment: The submitted DSP provides for sufficient and suitably located guest parking throughout the development.

- f. **In the areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention shall be paid to human scale, high-quality urban design, and other amenities, such as types and textures of materials, landscaping and screening, street furniture, and natural and artificial lighting.**

Comment: The submitted DSP shows high-quality urban design of the gathering places through the use of decorative lighting, benches, and varied landscaping techniques.

- g. **Plans shall identify an area for a community garden.**

Comment: The submitted DSP indicates an area for a community garden.

- h. **A detailed analysis of the internal pedestrian network shall be provided and pedestrian safety features and additional neighborhood connections shall be provided.**

Comment: The submitted DSP provides a complete internal pedestrian network with crosswalks and neighborhood connections.

- 20. **At the time of DSP, provide an exhibit that illustrates the location and limits of all of the off-site improvements proffered in the BPIS for the review and approval of the operating agencies. This exhibit shall show the location of all off-site pad or bus shelter installation, as well as any other associated improvements. If it is determined at the time of Detailed Site Plan that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section (d), be within ½ mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision.**

Comment: The exhibit provided by the applicant shows the bus shelter location agreed to by the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE) and the Washington Metropolitan Area Transit Authority (WMATA). The revised location agreed to by the operating agencies will serve the subject site and meets the requirements of Section 24-124.01 of the Subdivision Regulations. The adequacy finding made at the time of Preliminary Plan is reaffirmed as the substitute improvement complies with the facility types contained in Section (d), is within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c).

- 21. **Prior to the approval of the detailed site plan the applicant shall provide for non-motorized transportation with the following conditions:**

- a. **Modify the Street Section for MC-634 to accommodate the master plan trail**

by replacing the five-foot sidewalk along one side of the road with an eight-foot-wide sidepath (or wide sidewalk), unless modified by DPW&T.

- b. Provide standard sidewalks along both sides of all internal roads, excluding alleys (Section 27 548(h)).**
- c. Provide sidewalk access from the end of both ‘Road B’ and along ‘Road D’ to Ryon Road, unless modified.**

Comment: The sidewalk along the east side of MC-634 north of Road ‘D’ needs to be revised to a sidepath per sub-condition a. Sidewalks are provided along all internal roads and sidewalks are shown along both Roads ‘B’ and ‘D’ consistent with the condition. Because the roads are now shown as connecting to Ryon Road, the complete sidewalk connection is accommodated at both locations.

11. **2010 Prince George’s County Landscape Manual:** In accordance with Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). The following discussion is offered regarding the applicable provisions of the Landscape Manual:

- a. **Section 4.1, Residential Requirements**—Section 4.1 requires a minimum number of trees be provided per townhouse lots, which can be provided on lots or in common open space. The correct schedule is provided on the landscape plan showing this requirement being met for the proposed 204 townhouse lots through the provision of 306 shade trees, 106 ornamental trees and 128 evergreen trees.
- b. **Section 4.2, Requirements for Landscape Strips Along Streets**—Section 4.2 applies to all public and private road frontages of properties with nonresidential uses. This section will be applicable to a future DSP revision which includes the commercial uses on the property.
- c. **Section 4.3, Parking Lot Requirements**—Section 4.3 requires a percentage of the parking lots that are over 7,000 square feet in size to provide interior planting area and a perimeter landscape strip along all adjacent properties. This section will be applicable to a future DSP revision which includes the commercial uses on the property.
- d. **Section 4.4, Screening Requirements**—Section 4.4 requires screening of loading spaces, trash facilities, and mechanical equipment from residential uses. This section will be applicable to a future DSP revision which includes the commercial uses on the property.
- e. **Section 4.6, Buffering Development from Streets**—Section 4.6 requires that when rear yards of single-family attached dwellings are oriented toward a street, excluding alleys, a buffer area be provided between the yard and the street. On the subject application, this includes multiple residential lots and the appropriate schedules showing that the requirements have been met are provided.
- f. **Section 4.7, Buffering Incompatible Uses**—Section 4.7 requires a buffer between adjacent incompatible land uses, but not between different land uses in a mixed-use development under a unified development scheme. Therefore, there are no buffers

required adjacent to the future commercial portion of this development. The remainder of the adjacent properties are vacant and do not require a buffer under this section. Only one portion of the site, along the northeast corner abuts single-family detached lots and require a Type ‘A’ bufferyard. The correct schedule is provided on the plan showing the requirements of this section being met. However, the transition area between the residential and commercial uses should be carefully designed to avoid any negative impact that future commercial activities may have on the residential use.

- g. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan provides 65 percent native shade trees, 78 percent native ornamental trees, 100 percent native evergreen trees, and 100 percent native shrubs, and therefore, meets the above requirements.

- h. **Section 4.10, Street Trees Along Private Streets**—Section 4.10 provides specifics for the planting of street trees along private streets, which apply to the subject development. The submitted landscape plan provides the required schedules showing some of the requirements of this section not being met. Some conflicting schedules were provided on the plan; therefore, a condition has been included in the Recommendation section of this report requiring clarification. The applicant also filed a request for Alternative Compliance, AC-16013, from the requirements of Section 4.10, Street Trees Along Private Streets, discussed as follows:

Private streets will serve all of the residential lots. Private streets are required to be planted with street trees in accordance with Section 4.10 of the 2010 *Prince George’s County Landscape Manual*. The applicant has filed this request for Alternative Compliance from the requirements of Section 4.10 along Private Roads ‘B,’ ‘D,’ ‘E,’ ‘F,’ and ‘G’ for the locations of the proposed street trees.

REQUIRED: 4.10 Street Trees Along Private Streets, along Private Road ‘B’

Length of street frontage	770 feet
Street trees (1 per 35 l.f.)	22

PROVIDED: 4. 10 Street Trees Along Private Streets, along Private Road ‘B’

Length of street frontage	770 feet
Street trees (1 per 35 l.f.)	32

REQUIRED: 4.10 Street Trees Along Private Streets, along Private Road ‘D’

Length of street frontage	628.5 feet
Street trees (1 per 35 l.f.)	18

PROVIDED: 4. 10 Street Trees Along Private Streets, along Private Road ‘D’

Length of street frontage	628.5 feet
Street trees (1 per 35 l.f.)	33

REQUIRED: 4.10 Street Trees Along Private Streets, along Private Road ‘E’

Length of street frontage	117 feet
Street trees (1 per 35 l.f.)	4

PROVIDED: 4. 10 Street Trees Along Private Streets, along Private Road ‘E’

Length of street frontage	117 feet
Street trees (1 per 35 l.f.)	15

REQUIRED: 4.10 Street Trees Along Private Streets, along Private Road ‘F’

Length of street frontage	546 feet
Street trees (1 per 35 l.f.)	16

PROVIDED: 4. 10 Street Trees Along Private Streets, along Private Road ‘F’

Length of street frontage	546 feet
Street trees (1 per 35 l.f.)	16

REQUIRED: 4.10 Street Trees Along Private Streets, along Private Road ‘G’

Length of street frontage	64 feet
Street trees (1 per 35 l.f.)	2

PROVIDED: 4. 10 Street Trees Along Private Streets, along Private Road ‘G’

Length of street frontage	64 feet
Street trees (1 per 35 l.f.)	2

Justification of Recommendation:

The applicant is requesting Alternative Compliance from the requirements of Section 4.10, Street Trees Along Private Streets, along Private Roads ‘B,’ ‘D,’ ‘E,’ ‘F,’ and ‘G,’ for the locations of the proposed street trees. The 2010 Landscape Manual requires that street trees be located between the street curb and the sidewalk. The applicant is proposing to exceed the required number of street trees, but is proposing to locate the street trees behind the curb and sidewalk as approved in other recent development applications that are more urban in nature. This design, which consolidates the green area

to one side of the paving, will allow for a larger green area for planting the street trees. The Alternative Compliance Committee finds the proposed alternative compliance measures to be equally effective as normal compliance with the requirements of Section 4.10 of the Landscape Manual along Private Roads 'B,' 'D,' 'E,' 'F,' and 'G.'

The Planning Director and Alternative Compliance Committee recommends APPROVAL of Alternative Compliance from the requirements of Section 4.10 of the 2010 *Prince George's County Landscape Manual* along Private Roads 'B,' 'D,' 'E,' 'F,' and 'G' for Cabin Branch Village.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the environmental regulations of Subtitle 27 that came into effect on September 1, 2010 because this is a new DSP. The project is subject to the Woodland and Wildlife Habitat Conservation Ordinance effective September 1, 2010, because the gross tract area of the site exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. A Type 2 Tree Conservation Plan (TCP2-030-16) was submitted with the DSP application.

This 24.59-acre property contains a total of 13.73 acres of woodlands, according to the approved Natural Resource Inventory (NRI). The woodland conservation threshold is 3.69 acres. The subject site proposes to clear all of the on-site woodlands (13.73 acres) and 0.23 acres of off-site woodlands. The cumulative woodland conservation requirement is 10.75 acres. The TCP2 proposes to meet the subject site's overall requirement with 10.75 acres of off-site woodland conservation.

Since the project is clearing off-site at two locations, the two additional property owners need to sign off on each plan. The property owner certification is required to be on each sheet. The recommended conditions regarding technical revisions needed on the TCP2 were addressed on plan revisions.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, of the Prince George's County Code 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 ten percent of the gross tract area of TCC. Properties that are zoned R-R require a minimum of 15 percent of the gross tract area of TCC. As 23.59 acres are zoned M-X-T and one acre of the site is zoned R-R, the required coverage would be 2.36 acres for the M-X-T zoned portion of the site and 0.15 acre for the R-R zoned portion of the site, for a total of 2.51 acres of required tree canopy coverage. The detailed site plan indicates compliance with this requirement for the entire area of the DSP through proposed tree plantings. However, the schedule does not account separately for the split zoning of the property. Therefore, a condition has been included in the Recommendation section of this report requiring this revision.

14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic Preservation**—In a memorandum dated October 21, 2016, the Historic Preservation Section offered the following information:

As part of the preliminary plan pre-application process, the applicant addressed the need for archeological investigations and documented four of the five existing houses on the

property (the fifth was built in 1987). The applicant completed Phase I archeology investigations and included in that report an analysis of the standing structures. Five copies of the final Phase I report were submitted and accepted as complete in January 2016. No further documentation is warranted. The proposed project will not impact any identified Prince George's County historic sites, historic resources or significant archeological sites. Historic Preservation staff recommends approval of Detailed Site Plan DSP-16010 without conditions.

- b. **Community Planning**—In a memorandum dated October 24, 2016, the Community Planning Division provided the following comments:

This application is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) generalized future land use categorization of mixed-use. This application conforms to the Medium-Density Residential land use in the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA).

The subject property is located in an area identified as Mixed-Use and Residential Medium in the Generalized Future Land Use Map in the General Plan. The Plan describes Mixed-Use as areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. The General Plan describes Residential Medium as residential areas between 3.5 and eight dwelling units per acre, primarily single-family dwellings (detached and attached).

Consistent with Green Space policies contained on page 51 of the Westphalia Sector Plan and SMA, this application is required to provide a \$3,500 fee (in 2006 dollars) for each new dwelling unit, to fund construction of recommended public park facilities and improvements.

- c. **Transportation Planning**—In a memorandum dated December 1, 2016, the Transportation Planning Section offered an analysis of the DSP's conformance with the transportation-related PPS conditions, that is incorporated into Finding 10 above. They also found consistency with the approved road network on the PPS. No new access points are being proposed, and the on-site circulation patterns are deemed to be adequate.

The Transportation Planning Section concluded that the Detailed Site Plan is acceptable from the standpoint of transportation.

- d. **Subdivision Review**—In a memorandum dated November 3, 2016, the Subdivision Review Section provided an analysis of the site plan's conformance with Preliminary Plan of Subdivision 4-13005, that is incorporated into Finding 10 above. They had two plan comments, that have been addressed through plan revisions. They noted that the DSP is in substantial conformance with the approved PPS if these comments were addressed.

- e. **Trails**—In a memorandum dated November 3, 2016, the trails coordinator provided an analysis of the DSP's conformance with previous approvals incorporated into Finding 10 above as well as the following summarized comments:

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. The site is covered by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (area master plan). Due to the site's location in both the Westphalia Center and MD 4 Corridor, it was subject to the requirements of Section 24-124.01 and the "Transportation Review Guidelines, Part 2, 2013."

There is one master plan trail issue identified in both the MPOT and area master plan that impacts the subject site. The master planned roadway (MC-634) that runs through the subject site includes a recommendation for a shared use sidepath. The MPOT also includes the following text regarding this master plan facility:

MC-634 Side path: The Westphalia Sector Plan recommends extending the existing side path along Presidential Parkway and along the entire length of MC-634 and A-66. This facility will provide access to the town center, Little Washington, and several park facilities. On-road bicycle facilities may also be appropriate (MPOT, page 36).

The MPOT includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

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

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

The plans should be revised to reflect the master plan trail along MC-634. The road should be revised to substitute an eight-foot sidepath (or wide sidewalk) for the standard sidewalk along one side of the road. The standard sidewalk should be retained on the opposite side of MC-634. Furthermore, standard sidewalks should be provided along both sides of all internal roads, excluding private alleys, per the Complete Streets Section of the MPOT. The recommended conditions have either been addressed through plan revisions or are included in the Recommendation section this staff report.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated December 18, 2016, the Department of Parks and Recreation indicated that they had no comment on the subject application.
- g. **Permits**—In a memorandum dated October 18, 2016, the Permit Review Section provided comments that have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report.

- h. **Environmental Planning**—In a memorandum dated November 9, 2016, Environmental Planning staff provided comments on the DSP and Type 2 Tree Conservation Plan TCP2-030-2016 as follows:

- (1) **Site Description:** The subject 23.6-acre Cabin Branch Village site is located just north of Presidential Parkway and west of Ryon Road. A review of the available information indicates that no wetlands, streams or floodplain are located within subject project area. The predominant soils found to occur according to the USDA NRCS Web Soil Survey are five types of Marr-Dodon Complex, and Udorthents soils series. According to available information, Marlboro clay does not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSSPRA) map received from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. The on-site stormwater drains to the north and south to off-site stream systems that flow in an easterly direction from Cabin Branch, which drains to the Western Branch then to the Patuxent River. According to PGAtlas.com, this site is not within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan*. The site has frontage on Armstrong Lane and Ryon Road, which are not classified as a master plan roadway. A proposed master planned major collect roadway is shown going through the center of this project. No designated scenic or historic roadways are adjacent to the project site. The site is now located within the Established Communities Area of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.
- (2) **Natural Resource Inventory:** An approved Natural Resource Inventory, NRI-065-13, in conformance with the environmental regulations that became effective September 1, 2010 was submitted with the application. The site contains no regulated environmental features (wetlands, streams, floodplains or their associated buffers).
- (3) **Noise:** The site has frontage on Armstrong Lane and Ryon Road, which are not classified as master plan roadways. A proposed master planned major collector roadway is shown going through the center of this project. No designated scenic or historic roadways are adjacent to the project site.

This site is located within two noise contour zones for Joint Base Andrews Air Force Base. According to the 1998 Air Installation Compatible Use Zone Study (AICUZ) prepared for Andrews Air Force Base, the noise levels on this property are approximately 65-75 decibels. While it is not possible to mitigate the noise impacts from the overhead aircraft in outdoor activity areas, indoor noise impacts must be adequately addressed. These noise levels are over the state noise standards for the proposed use.

- (4) **Specimen Trees:** Previously through the preliminary plan process, a variance was approved to remove 14 on-site and four off-site specimen trees.
- (5) **Stormwater Management:** An approved Stormwater Management Concept plan and approval letter was submitted with the subject application, 15564-2013-00.

Proposed stormwater management features include bio-swales, dry wells, micro-bioretenment and landscape infiltration. The site will be required to pay a stormwater management fee of \$59,926.40 in lieu of providing on-site attenuation/quality control measures.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated November 9, 2016, the Office of the Fire Marshal provided standard comments regarding fire apparatus, hydrants, and lane requirements. Those issues will be enforced by the Fire/EMS Department at the time of issuance of permits.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated February 1, 2016, DPIE offered the following comments on the subject application:
 - (1) The property is located in the northwest quadrant of the intersection of Armstrong Lane and Ryon Road. Armstrong Lane and Ryon Road are County-maintained roadways.
 - (2) Armstrong Lane is a Master-Planned Urban Industrial roadway. Right-of-way dedication and frontage improvements along the property frontage of existing Armstrong Lane are required in accordance with the Department of Public Works and Transportation's (DPW&T) standard roadway sections and details for an urban commercial and industrial roadway.
 - (3) Right-of-way dedication and frontage improvements along the property frontage of existing Ryon Road are required in accordance with DPW&T's standard roadway sections and detail for an urban secondary residential roadway. The permittee shall correct any drainage problems along Ryon Road.
 - (4) Internal subdivision streets shall be constructed in accordance with DPW&T's urban residential roadway specifications and standards. Additionally, internal subdivision street center line radii are to be designed and constructed in accordance with DPW&T's Table I-2 Design Criteria.

Comment: The above requirements are required to be addressed at the time of technical plan approvals and prior to issuance of permits.

- (5) Armstrong Lane is to be upgraded to meet the Master-Planned urban commercial and industrial roadway standards. DPIE requests that the Detailed Site Plan be revised prior to certification to reflect this road improvement and the required right-of-way dedication.

Comment: A condition has been included in the Recommendation section of this report requiring this plan revision.

- (6) Full-width, two-inch mill and overlay for existing County roadway frontages is required.
- (7) Master-Planned roadway MC-634 (Urban Major Collector) is located within the proposed subdivision limits. Right-of-way dedication and construction of

MC-634 is required in accordance with DPW&T's standard roadway sections and details for an urban major collector roadway.

- (8) Construction of MC-634 connector between Armstrong Lane and Presidential Parkway is to be constructed by Maryland State Highway Capital Project (SHA PG-6185170) or by the developer of this project. This off-site connector roadway is necessary for adequate access to the site. Building permits shall not be issued unless this road is permitted.
- (9) County-maintained Master Plan roadways within the property limits, require coordination with DPIE, M-NCPPC, and DPW&T.
- (10) Coordination with the SHA is required for the proposed MC-634 roadway connection, part of Suitland Parkway interchange improvement project.

Comment: The above requirements are required to be addressed at the time of technical plan approvals and prior to issuance of permits.

- (11) The northern end of Ryon Road is to be terminated by a cul-de-sac. The ultimate right-of-way dedication and construction of the cul-de-sac is required in accordance with DPW&T's urban specifications and standards. Additionally, proposed culs-de-sac are required to allow minimum turning movement for a standard WB-40 vehicle and a standard-length fire truck. DPIE will consider approval of a non-standard 56-foot diameter cul-de-sac; however, a waiver must be successfully secured by the applicant for a non-standard cul-de-sac.

Comment: The DSP needs to be revised prior to certification to show the layout for the cul-de-sac at the end of Ryon Road as agreed to by DPIE and the applicant. If the required ten-foot-wide public utility easement is not able to be provided for the entire cul-de-sac, a variation to Section 24-122(a) of the Subdivision Regulations will be required to be approved at the time of final plat. If a variation is not approved, a revision may be necessary to the DSP to show the approved final design of the cul-de-sac.

- (12) Proposed intersections are required to satisfy minimum turning movement for a standard WB-40 vehicle and a standard-length fire truck.
- (13) Ryon Road is a proposed two-lane urban secondary residential roadway with a 50-foot right-of-way. DPIE has been informed by M-NCPPC that the two roads connecting Ryon Road are necessary for adequate circulation.
- (14) Left turn bays are to be provided along MC-634.
- (15) An eight-foot-wide concrete Master-Planned hiker-biker trail within the public roadway right-of-way adjacent to the east side of the future Master-Planned MC-634 will be required, as recommended by the Department of Parks and Recreation (DPR), and is to be constructed in accordance with DPW&T's specifications and standards.
- (16) Eight-foot-wide hiker/biker bath is required along MC-634.

Comment: The above requirements are required to be addressed at the time of technical plan approvals and prior to issuance of permits.

- (17) The public road designation with private maintenance within the townhouse community is denied. Roadways fronting townhouses are to be privately maintained by the homeowner's association. A public access easement shall be provided across private roads; the easement language shall be approved by DPIE.
- (18) Townhouse driveway access is not permitted onto publicly maintained roads. Road 'C' shall be converted to a private road.

Comment: A condition has been included in the Recommendation section of this report requiring this plan revision.

- (19) The proposed site development is consistent with the approved Site Development Concept Plan No. 15564-2013, dated July 31, 2014.
- (20) The proposed site development will require DPIE storm drain and stormwater management technical approval complying with environmental site design (ESD) to the maximum extent practicable (MEP) requirements, and an approved final erosion and sediment control plan, prior to the permit issuance.
- (21) The proposed site development is not within a 100-year floodplain.
- (22) All stormwater management facilities/drainage systems, including recreation features, visual amenities and facilities are to be constructed in accordance with the DPW&T Specifications and Standards. Approval of all facilities are required, prior to permit issuance.
- (23) Proposed outfalls are to extend onto the adjacent property within a public easement.
- (24) All easements are to be approved by DPIE, and recorded prior to the technical approval/issuance of permits.
- (25) Storm drain and stormwater management within the retail/commercial section of the property is to be privately maintained.
- (26) The applicant is to provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all intersections within the site.
- (27) Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance. Existing sidewalks are to remain accessible during construction.
- (28) Conformance with DPW&T street lighting specifications and standards are required. Adjustments to street lighting, to accommodate the proposed plan improvements, are required in accordance with Section 23-140 of the Prince George's Road Ordinance.

- (29) Conformance with DPW&T street tree specifications and standards are required. Installation of street trees in the proposed improvements plan are required in accordance with Section 23-141 of the Prince George's Road Ordinance.
- (30) Roadside trees will be required along County-maintained roadways within the limits of the permit area.
- (31) All improvements within the public right-of-way, dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act (ADA).
- (32) Proposed pedestrian crossings are to have proper sight distance and be the Americans with Disabilities Act (ADA) accessible.
- (33) A soils investigation report, which includes subsurface exploration and a geotechnical engineering evaluation for public streets, is required.
- (34) This memorandum incorporates the site development plan review pertaining to stormwater management (Section 32-182(b) of the Prince George's County Code). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, the exact impervious area locations are shown on plans.
 - (b) The exact acreage of impervious areas has not been provided.
 - (c) Proposed grading is shown on the plans.
 - (d) Delineated drainage areas at all points of discharge from the site have not been provided.
 - (e) Stormwater volume computations have not been provided.
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - (g) A narrative in accordance with the County Code has not been provided.

Comment: The above requirements are required to be addressed at the time of technical plan approvals and prior to issuance of permits.

- k. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- l. **Prince George's County Health Department**—In a memorandum dated November 23, 2016, the Environmental Engineering Program of the Health Department stated that they had completed a health impact assessment review of the subject DSP and had the following comments:

- (1) The site is located in the Joint Base Andrews (JBA) noise zone and is in the vicinity of an arterial roadway and, therefore, subject to associated noise impacts to occupants of the proposed residential and office space uses. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems. The applicant should provide details regarding modifications/adaptations/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

Comment: Noise effects on the property were considered during previous plan reviews and various conditions were enacted to provide mitigation.

- (2) The site may also be subject to associated air quality impacts to occupants of the proposed office/residential uses due to its proximity to roadways and JBA. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes including increased risk of death from ischemic heart disease, high blood pressure and coronary artery calcification.

Comment: This is noted. The applicant is encouraged to consider the indoor air quality of the proposed dwelling units.

- (3) Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes.

Comment: This is noted. The submitted DSP provides a complete pedestrian system.

- (4) Research shows that access to public transportation can have major health benefits. It can be good for connectedness and walkability. There are plans for a bus stop for future mass transit identified on page 21 of the Cabin Branch Village Statement of Justification (dated September 30, 2016).

Comment: This is noted. The proposed bus stop is part of the BPIS requirements for the development.

- (5) There are two market/grocery stores options within a one to two-mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.

Comment: This is noted and the information has been transmitted to the applicant.

- (6) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Comment: A note has been added to the coversheet indicating the intent to conform to these standards.

- (7) During the construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: A note has been added to the coversheet indicating the intent to conform to these standards.

- (8) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.

Comment: The DSP includes details and a photometric plan indicating that the light fixtures will be shielded and positioned so as to minimize light trespass.

- (9) Any wells or septic system components discovered in the course of site development and grading must be properly backfilled and/or sealed in accordance with Health Department requirements.

Comment: This is noted and the information has been transmitted to the applicant.

- (10) The demolition of the existing structures must be preceded by raze inspections performed by the designated Environmental Health Specialist at the Department of Permitting, Inspections and Enforcement (DPIE) to assure the proper remediation of any asbestos-containing materials on-site.

Comment: This is noted and the information has been transmitted to the applicant.

- m. **Maryland State Highway Administration (SHA)**—In an e-mail dated October 14, 2016, SHA commented that any work in SHA's right-of-way will require a detailed SHA plan review and permit issuance.
- n. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated October 26, 2016, WSSC provided comments relating to water and sewer service that will be required prior to issuance of permits.
- o. **Verizon**—At the time of the writing of this technical staff report, Verizon did not offer comments on the subject application.
- p. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, PEPCO did not offer comments on the subject application.
- q. **Westphalia Sector Development Review Advisory Council (WSDRAC)**—At the time of the writing of this technical staff report, WSDRAC did not offer comments on the subject application.

16. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP 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.
17. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in general conformance with the approved conceptual site plan.
18. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a detailed site plan:

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).

In their memorandum dated November 9, 2016, the Environmental Planning Section noted that there are no on-site regulated environmental features.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-16010, Alternative Compliance AC-16013, and Type 2 Tree Conservation Plan TCP2-030-2016, for Cabin Branch Village, subject to the following conditions:

1. Prior to certificate of approval of the detailed site plan (DSP), the applicant shall make revisions or provide information as follows:
 - a. Revise the plans to remove the proposed development, exclusive of infrastructure elements, from the proposed commercial parcels.
 - b. Provide development standards for decks, and all other possible additions to the townhouses.
 - c. Provide ramps and depressed curbs at all parking spaces for the physically handicapped.
 - d. Revise the DSP to show the cul-de-sac at the northern end of Ryon Road, as agreed to by DPIE and the M-NCPPC.
 - e. Revise the DSP to show Armstrong Lane road improvements per Master-Planned urban commercial and industrial roadway standards and reflect the necessary right-of-way dedication.
 - f. Revise the DSP to show 'Public Road C' as private roadway with a public access easement.
 - g. Revise the architecture to show and/or provide notes as follows:
 - (1) Provide a minimum of two standard endwall features in a balanced composition on all house models.
 - (2) A minimum of three standard endwall features combined with a minimum of the

first floor finished in brick, stone or stucco shall be provided in a balanced composition on corner and highly-visible lots, including:

Block A: Lots 1, 21, and 22

Block B: Lots 6, 7

Block C: Lots 8, 17

Block D: Lots 1, 6, 7, 12, 13, and 18

Block E: Lots 7, 12, 13, 18, 19, and 24

Block F: Lots 1 and 21

Block G: Lots 1, 18, 19, and 36

Block H: Lots 7, 8, 13, 14, and 20

Block I: Lots 1, 12, 13, and 24

- (3) Above-grade foundation walls shall either be finished with materials compatible with the primary façade design, or shall be textured or formed to simulate a building material such as brick, stone, or stucco.
- (4) Provide a standard deck on all rear-load garage units and the template for an optional deck on all other units.

h. Revise the landscape plan as follows:

- (1) Revise the Tree Canopy Coverage schedule to account separately for the split zoning of the property.
- (2) Provide a Section 4.10 schedule for Road 'C,' which will now be a private roadway. Demonstrate conformance with the requirements or revise the Alternative Compliance to include this road, if necessary.
- (3) Correct any conflicting Section 4.10 schedules.

2. No two identical front elevations shall be located next to or across the street from one another.

3. A minimum of 60 percent of the townhouse units shall have full front façades (excluding gables, bay windows, trim, and doors) of brick, stone, and/or stucco.

4. Prior to approval of building permits for residential buildings located within the unmitigated 65 dBA Ldn noise contour, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit application plan stating that building shells of structures have been designed to reduce interior noise levels to be 45 dBA Ldn or less.

5. The following note shall be placed on the final plat:

“Properties within this subdivision have been identified as possibly having noise levels that exceed 65 dBA Ldn due to military aircraft over flights. This level of noise is above the Maryland designated acceptable noise levels for residential uses.”

6. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have

(a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

- a. One off-site bus shelter installation at the location agreed to by WMATA and DPIE and shown on Bus Stop Exhibit 2.

7. Private recreational facilities schedule of construction is as follows:

Recreational Facilities	When the Particular Facility shall be Complete
All Facilities - Parcel E	Prior to the issuance of the 102nd building permit
All Facilities - Parcel N	Prior to the issuance of the 153rd building permit
Garden - Parcel W	Prior to the issuance of the building permit for Lot 21, Block A