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Detailed Site Plan Alternative Compliance Hope Village – Phase 2

DSP-20008-01
AC-24007

REQUEST	STAFF RECOMMENDATION
Approval of 249 single-family attached (townhouses) dwelling units, including 3 architectural models, and construction of recreation facilities.	With the conditions recommended herein: <ul style="list-style-type: none">• APPROVAL of Detailed Site Plan DSP-20008-01• APPROVAL of Alternative Compliance AC-24007• APPROVAL of Type 2 Tree Conservation Plan TCP2-043-2020-01

Location: In the southeast quadrant of the intersection of MD 223 (Woodyard Road) and Marlboro Pike.

Gross Acreage: 34.24

Zone: RMF-48/MIO

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

Reviewed per prior Zoning Ordinance Section 27-1704(b)

Dwelling Units: 249

Planning Area: 82A

Council District: 09

Municipality: N/A

Applicant/Address:

CBR Woodyard, LLC
7 Hillchase Court
Pikesville, MD 21208

Staff Reviewer: David E. Myerholtz

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Planning Board Date: 11/14/2024

Planning Board Action Limit: 02/03/2025

Staff Report Date: 10/31/2024

Date Accepted: 08/07/2024

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Acceptance Mailing: 08/02/2024

Sign Posting Deadline: 10/08/2024

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-20008-01
Alternative Compliance AC-24007
Type 2 Tree Conservation Plan TCP2-043-2020-01
Hope Village - Phase 2

The Urban Design staff have 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 technical staff report.

EVALUATION

The property is within the Residential, Multifamily-48 (RMF-48) Zone, and Military Installation Overlay (MIO) Zone for height. The site was previously 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 which 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. The subject property received prior development approvals for a conceptual site plan and preliminary plan of subdivision. Therefore, this application is being reviewed under the requirements of the prior Zoning Ordinance. This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- 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 the site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-18007-01;
- c. The requirements of Preliminary Plan of Subdivision 4-23007;
- d. The requirements of Detailed Site Plan DSP-20008;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

- h. Referral comments; and
- i. Community Feedback

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design staff recommend the following findings:

1. **Request:** The subject detailed site plan (DSP) requests approval for the development of 249 single-family attached dwelling units, including 3 architectural models, and construction of recreation facilities for Phase 2 of the Hope Village development.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	RMF-48/MIO	M-X-T/-M-I-O
Use(s)	Agriculture	Single-Family Attached Residential
Total Gross Acreage	37.47	34.24
Phase 1 Acreage	3.23	0.0
Phase 2 Acreage	34.24	34.24
Floodplain Acreage	0.39	0.39
Net Tract Acreage	33.85	33.85
Total Lots	2	249
Total Parcels/Outparcels	1	33

Floor Area Ratio (FAR) in the Mixed Use-Transportation Oriented (M-X-T) Zone

Base FAR Permitted	0.40
Total FAR Permitted*	1.40 FAR*
Total FAR Proposed**	0.37

Notes: *Additional density is allowed, in accordance with Section 27-545(b)(4), Optional method of development, of the prior Prince George's County Zoning Ordinance, for providing 20 or more dwelling units within Conceptual Site Plan CSP-18007-01.

**Pursuant to Section 27-548(e) of the prior Zoning Ordinance, the proposed FAR shall be calculated based on the entire property (37.17 net acres), as approved with CSP-18007-01. The total FAR proposed was provided on the DSP.

Parking Spaces

Parking Requirements*	Provided*
Total Residential Parking Spaces	545
249 Dwelling Units	
Garage Parking Spaces	498
On-Street Parking Spaces	47
Bicycle Spaces	18
Loading Spaces	0

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.f. for a discussion of the parking analysis.

3. **Location:** The subject property is located in the southeast quadrant of the intersection of MD 223 (Woodyard Road) and Marlboro Pike, in Planning Area 82A and Council District 9.
4. **Surrounding Uses:** To the north of the subject property, beyond Marlboro Pike, is vacant property in the Local Activity Center Zone. To the east and south of the subject property are residential properties in the Residential-Agricultural Zone. To the west of the subject property, beyond Woodyard Road, is the Norbourne townhouse development in the Townhouse Zone.
5. **Previous Approvals:** The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* (Subregion 6 Master Plan and SMA) (Prince George's County Council Resolution CR-83-2013, Revision 3) rezoned the subject property from the Rural Residential (R-R) Zone to the M-X-T Zone.

CSP-18007 was approved by the Planning Board on February 6, 2020 (PGCPB Resolution No. 2020-19), for a mixed-use development with 38 single-family attached residential units and 181,950 square feet of commercial and institutional uses (including a hotel, a gas station, an assisted living facility, and a church), subject to 4 conditions.

Preliminary Plan of Subdivision (PPS) 4-20003 was approved by the Planning Board on January 21, 2021 (PGCPB Resolution No. 2021-11), to create two parcels: Parcel 1, for commercial development (Phase 1), and Parcel A, which is a private street parcel. One outparcel was also approved for future development (Phase 2).

DSP-20008 was approved by the Planning Board on February 11, 2021 (PGCPB Resolution No. 2021-24), for development of Parcel 1 (Phase 1) with a 4,650-square-foot food and beverage store and a gas station, with 8 multi-product dispensers. On May 17, 2021, the Prince George's County District Council reviewed and approved DSP-20008. This DSP had an approved Stormwater Management (SWM) Concept Plan, 21659-2019-00.

CSP-18007-01 was approved by the Planning Board on October 12, 2023 (PGCPB Resolution No. 2023-106), for development of a 4,650-square-foot food and beverage store and a gas station (Phase 1) and 250–270 single-family attached residential units (Phase 2) on 37.47 acres. This CSP had an approved Type 1 Tree Conservation Plan,

TCP1-015-2019-02, and an approved variance to Section 25-119(d) of the Prince George's County Code, subject to five conditions.

PPS 4-23007 was approved by the Planning Board on April 11, 2024 (PGCPB Resolution No. 2024-019), including a variation from Section 24-128(b)(7)(A) of the prior Prince George's County Subdivision Regulations, for 249 lots and 33 parcels, subject to 21 conditions. This PPS superseded the outparcel previously approved under PPS 4-20003, for Phase 2 of the Hope Village development.

Certificate of Adequacy ADQ-2023-013 was approved by the Prince George's County Planning Director on March 6, 2024, including adequacy findings for fire and rescue, parks and recreation, pedestrian and bikeway, police, schools, and transportation for 249 lots and 33 parcels, subject to 3 conditions, which are analyzed in Finding 12.

6. **Design Features:** The subject site is roughly square in shape and includes 33 parcels and 249 lots on 34.24 acres. A proposed master-planned collector road (C-605) will bisect the property from east to west at the southern end. As a result, the property will have a total of two access streets from Woodyard Road, and one access street from Old Marlboro Pike.

This DSP proposes to develop 249 townhouse units, including 3 architectural models and recreation facilities spread across the site, with access to individual units via private streets and alleyways. Open space and a woodland preservation area span the center of the property, which aligns with an existing stream that runs across the property from the northwest to the southeast. SWM features are located along this woodland preservation area. The layout and lotting pattern proposed with this DSP is consistent with the prior approvals.

Through the proposed private streets and C-605, residential units in Phase 2 will have access to Marlboro Pike and Woodyard Road, which flank the subject property to the north and west (Figure 1).

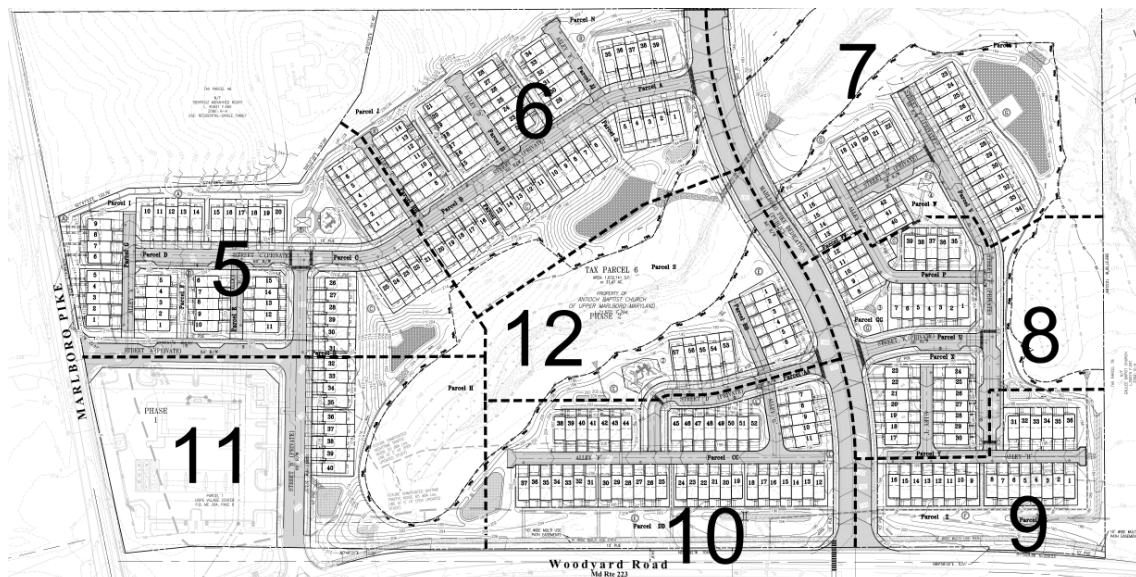


Figure 1: Site Development Plan

Architecture

The subject application requests approval of three single-family attached architectural models: Mozart, Strauss, and Serenade.

Model	Elevations	Base Square Footage
Mozart: 20-foot-wide, rear-load, two-car garage	A, B, C, D	1,757 sq.ft.
Strauss: 20-foot-wide, rear-load, two-car garage	A, B, C, D	2,035 sq.ft.
Serenade: 24-foot-wide, front-load, two-car garage	A, B, C, D	2,212 sq.ft.

The proposed house types range in size from a base finished square footage of 1,757 to 2,212. The units feature a gabled roofline, high-quality detailing, including but not limited to horizontal brick course outlining the windows, covered entries, and Juliette balconies. The proposed front façades offer finishes including cementitious siding, brick, cement board, bay windows, metal railings, and dormers. Rear decks, balconies, and porches are proposed as optional features on the second story of all units and show a variety of styles and dimensions. Some elevations appear to only offer Juliette balconies. It is recommended that the depth of the decks extend a minimum of 4 feet from the rear of the unit, to allow for usability of the outdoor space, except where outdoor noise would hinder use of that space, as discussed in Finding 11.

No identification of highly visible lots is included with this application. Lots that front or have a side of the townhouse facing a public or private street should be considered highly visible. Conditions requiring identification and tracking of highly visible units are included herein.

Recreational Facilities

The proposal includes a total of four recreational facilities: two active and two passive facilities. In Blocks A and B, the proposal includes a tot lot, pavilion, and seating area. In Block E, the proposal includes a playground, three benches, and recreational boulders with a value of \$100,000. Block G includes two recreational areas, one with three benches and a concrete pavement path with a value of \$10,000, and the second area containing a picnic area, two benches, an open lawn, a concrete path, and picnic table sets with a combined value of \$55,000. The total value of recreational facilities provided is \$285,000. Construction of these recreational facilities will be completed as the full site develops with all four facilities being constructed prior to the 200th building permit issued.

Lighting

The photometric plans submitted with this application propose 53 American Electric “American Revolution Deluxe Full Cutoff LED” light poles along the private streets and alleys through the site, providing adequate lighting levels. Details of the proposed lighting fixture and photometrics are provided on the DSP.

Signage

Two entrance signs are proposed as part of this application. The proposed signs are located at the northeast and southeast corners of the future intersection of Woodyard Road, and the master-planned right-of-way of Marlboro Pike (C-605). The width, height, and depth of the

entrance signs are proposed to be 14 feet, 5 feet and 9 inches, and 2 feet and 6 inches respectively. The signs are constructed primarily of brick, with a precast concrete cap and a stone water table to match building architecture.

A single entrance column is proposed at the southeast corner of Private Road “A” and the existing Marlboro Pike. This column is consistent with the entrance signage in materials and size.



Figure 2: Signage Examples

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the M-X-T and Military Installation Overlay (M-I-O) Zones and the site plan 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 permitted uses in the M-X-T Zone. Single-family attached dwelling units, within the maximum number and type of dwelling units approved with the CSP, are permitted. Regarding Section 27-547(d) of the prior Zoning Ordinance, which governs the required mix of uses, the overall Hope Village development, which includes the subject site, was approved for a mix of uses including a food and beverage store with a gas station and residential uses per CSP-18007-01.
 - (1) The proposed residential (townhouse) use is permitted in the M-X-T Zone and was shown on CSP-18007-01.
 - (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.**

The applicable CSP-18007-01 proposed two types of uses as required, including 250–270 dwelling units, as well as 4,650 square feet of food and beverage sales and gas station uses. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

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

Section 27-548. – M-X-T Zone.

(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—8.0 FAR.**

A FAR of 0.37 is proposed with this application. In this DSP, a total of 249 dwelling units are proposed and the proposed FAR is in conformance with the requirement.

(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 a mix of uses to include commercial/retail/gas station and residential uses on the M-X-T-zoned property, in multiple buildings, on more than one parcel and lot, as permitted.

(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.

The site plans indicate the location, coverage, and height of all improvements, including 249 residential units, associated infrastructure, and recreational areas, in accordance with this regulation.

- (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 use.**

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional buffering and screening are required to satisfy the purposes of the M-X-T Zone. The landscape requirements are discussed in detail in Finding 13.

- (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 FAR for the proposed development, up to ±598,560 square feet on the 37.47-acre property, is 0.37, which is calculated 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, the ground below, or in public rights-of-way, as part of this project. Therefore, this requirement is not applicable to the subject DSP.

- (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.**

While the overall development is accessed by public streets, the individual single-family attached (townhouse) residential lots will be served by private streets and alleys, as authorized by prior Subtitle 24, at the time of PPS approval. The proposed rights-of-way are sufficient to provide all internal sidewalks and streetscape amenities.

- (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 proposed townhouses meet these requirements with 20- and 24-foot-wide units, on minimum 1,200-square-foot lots, and no more than 8 units in a stick. Conditions are included herein requiring the identification of highly visible units and a tracking chart to ensure 60 percent of the full-front façades are constructed of brick, stone, or stucco, in accordance with this requirement.

- (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 because this DSP does not propose any 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).**

The subject property was placed in the M-X-T Zone through the sectional map amendment for Subregion 6, approved after October 1, 2006. However, no specific design guidelines were approved with the master plan for this property.

- 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;**

Conformance to the purposes of the M-X-T Zone was found with the CSP approval and is adopted herein by reference (PGCPB Resolution No. 2023-106). The proposed full development of dwelling units, architectural models, and recreational facilities do not change that previous finding. The subject application is consistent with the prior approvals and promotes the creation of a walkable, mixed-use development. In addition, the project proposed by this DSP will promote the orderly development of land in the vicinity of the intersection of Woodyard Road and Marlboro Pike.

- (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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

The Subregion 6 Master Plan and SMA rezoned the subject property from the R-R Zone to the M-X-T Zone. At the time of approval of CSP-18007-01, the Planning Board found that the development program proposed substantially conformed with the recommendations of the master plan, which recommends residential land use for the middle part of the site, and commercial land use to the north. This DSP proposes 249 single-family attached (townhouses) dwelling units to be developed in the area designated for residential development by the approved CSP. While no design guidelines were approved with the master plan for this site, the proposal conforms to the approved CSP and the guidelines therein and therefore, is consistent with the master plan.

- (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 layout with this application generally orients units toward the existing and proposed street pattern, achieving an outward orientation. This development is integrated with the adjacent existing and future development through the use of connecting streets and pedestrian systems, as reflected on the site plan. Further, this DSP provides pedestrian connections to the western adjacent site, across Woodyard Road.

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

The approved CSP-18007-01 anticipated residential uses and development as provided by this DSP. Adherence to the principles and guidance provided in the CSP will maintain compatibility for future development. Single-family

attached (townhouses) is a permitted use within the M-X-T Zone. The surrounding uses include several other single-family developments such as Westphalia to the north, and the Norbourne development and Windsor Park to the west. The proposed development is consistent with the previous approvals on the property and with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035).

- (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;**

In approving CSP-18007-01, the Planning Board found the arrangement of buildings, and other improvements and amenities will relate to the surrounding development and produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The subject DSP proposes the second phase of development of the CSP.

- (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 proposed with this DSP will be completed in one phase and will be integrated into the overall development.

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

A convenient and comprehensively designed pedestrian system is provided. Sidewalks are provided on both sides of all internal roadways, with crosswalks at all access driveways to the site and at all recreational facilities. Additional sidewalks are provided internal to the site, to connect to an 8-foot-wide shared-use path that is provided along the site's frontage of Woodyard Road. Sidewalks are provided along the existing Marlboro Pike, where townhouse lots front the street, which is consistent with the CSP and PPS. Sidewalks are also proposed along the master-planned right-of-way for Marlboro Pike. In addition, an 8-foot-wide master-planned side path is proposed along the site's entire frontage on Woodyard Road, providing additional connectivity to the surrounding area. Staff find the pedestrian system is convenient and comprehensive.

- (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 DSP provides sidewalks and amenities throughout the site, with attention to the quality and human-scale of these facilities, which include site furniture, gathering areas, trash receptacles, and play structures, as discussed in Finding 6. The site incorporates 5-foot-wide sidewalks along both sides of each private and public street. Landscaping has been used to screen alleyways from public roadways.

The DSP provides three dog waste stations throughout the site. Staff recommend that a minimum of seven dog waste stations be provided, with one at each recreation area, and three others spread throughout the site.

- (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.**

The subject application is a DSP; therefore, this requirement does not apply. However, the Planning Board found conformance with this requirement at the time of approval of CSP-18007-01 (PGCPB Resolution No. 2023-106).

- (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).**

Adequacy findings associated with this DSP were made through the Planning Board's approval of PPS 4-23007.

- (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 site contains 34.24 acres. A mixed-use planned community is not proposed; therefore, this DSP is not subject to this requirement.

- d. This application is located within the M-I-O Zone for height, Conical Surface for the right runway of 20:1. The subject property is located approximately 9,350 feet from the runway. Therefore, structures up to 467.5 in height could be constructed at this location without becoming an obstacle to air navigation. The maximum height of the proposed townhouses is 50 feet. The subject property is not located within safety or noise overlay areas of the M-I-O Zone.
- e. Section 27-283 of the prior Zoning Ordinance provides guidance for DSPs. The section references the following design guidelines described in Section 27-274 of the prior Zoning Ordinance:

(2) Parking, loading, circulation.

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

(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.**

Neither surface parking lots nor loading spaces are proposed as part of this development. However, the proposed parking is convenient for the residential units. The site plan includes a pedestrian and bicycle circulation exhibit demonstrating the multimodal movement through the site. The proposed sidewalks, crosswalks, and Americans with Disabilities Act (ADA) curb ramps provide marked and separated pathways through the site. Bicycle parking to accommodate 18 bikes, benches, trash receptacles, and seating areas are also proposed throughout the site. Staff find the pedestrian and vehicular circulation and streetscape amenities to be acceptable.

- f. 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. The applicant has submitted a parking analysis with the following major points:

- (1) The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the prior Zoning Ordinance. Using the parking schedule, it is shown that the uses would require 508 parking spaces. Given that the site does not provide a mix of uses at this time, there is no opportunity for shared parking, and consequently, this is the base requirement per Section 27-574.
- (2) The plan provides 545 parking spaces to serve the proposed dwelling units.
- (3) Given that the provided parking exceeds the required parking, the applicant concludes that the site has adequate parking.

The base parking requirement was determined to be 508 parking spaces, while a total of 545 parking spaces are proposed, exceeding the requirement determined by the methodology described in Section 27-574. Staff find the proposed parking to be acceptable.

8. **Conceptual Site Plan CSP-18007:** The Planning Board approved CSP-18007 on February 22, 2020 (PGCPB Resolution No. 2020-19), which provided a conceptual plan for Phase 1 of the Hope Village Development. A subsequent Detailed Site Plan (DSP-20008; PGCPB Resolution No. 2021-24) was filed for development of Hope Village Phase 1, for a gas station and food and beverage store. By approving DSP-20008, the Board has determined that the conditions of CSP-18007 have been adequately met on this site.
9. **Detailed Site Plan DSP-20008:** DSP-20008 was approved by the Planning Board on February 11, 2021 (PGCPB Resolution No. 2021-24), subject to three conditions. There are no conditions relevant to the subject DSP.
10. **Conceptual Site Plan CSP 18007-01:** CSP 18007-01 was approved by the Planning Board on November 2, 2023 (PGCPB Resolution No. 2023-106), subject to five conditions. Those conditions were met with CSP 18007-01 and PPS 4-23007. While there are no relevant conditions from CSP 18007-01 for this DSP, staff find that the proposal aligns with the previously approved CSP for this site.
11. **Preliminary Plan of Subdivision 4-23007:** PPS 4-23007 was approved by the Planning Board on April 11, 2024 (PGCPB Resolution No. 2024-019), subject to 21 conditions. The conditions relevant to the review of this DSP are listed below, in **bold** text. Staff analysis of the project's conformance to the conditions follows each one, in plain text:
 3. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (Plan Approval No. 05557-2024-SDC, Permit No. P32055 2024 SDC) and any subsequent revisions.**

A copy of the approved stormwater management (SWM) concept plan specified in this condition, and an associated approval letter, were submitted with this application. The SWM concept plan was approved on January 10, 2024, and expires January 10, 2027. The Environmental Planning Section has determined that the proposed development conforms with the approved SWM concept plan.

4. **Prior to approval, the final plat of subdivision shall include:**
 - a. **Dedication of the proposed public right-of-way for C-605 (Marlboro Pike extension).**
 - b. **The granting of public utility easements along both sides of all public streets, and along at least one side of all private streets.**

The DSP shows the required right-of-way dedication for the extension of C-605 (south branch of Marlboro Pike), and all required public utility easements.

5. **In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.**
6. **The 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*, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

The applicant proposes four different outdoor recreational areas throughout the site, to serve the development. The specific facilities within each recreation area are specified on the DSP coversheet. The timing for permitting and bonding of each recreation area is also given on the coversheet. A condition is listed herein requiring the timing for construction of each recreation area to be provided on the coversheet. Details of the recreational facilities are discussed in Finding 6 and are listed on Sheets 13 and 14 of the DSP, as well as Sheet 13 of the landscape plan. In accordance with the *Park and Recreation Facilities Guidelines*, the Urban Design Section has determined that the proposed siting of the facilities is appropriate.

9. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment*, the applicant shall provide the following facilities and show the following facilities on the detailed site plan, prior to its acceptance, unless modified by the applicable operating agency with written correspondences:**
 - a. **A minimum 8-foot-wide shared-use path along the frontage of MD 223 (Woodyard Road).**
 - b. **A minimum 5-foot-wide sidewalk along the frontage of Marlboro Pike (north branch).**
 - c. **A minimum 5-foot-wide sidewalk along both sides of C-605 (Marlboro Pike extension) and associated crosswalks and Americans with Disabilities Act curb ramps.**

- d. **Minimum 5-foot-wide sidewalk along both sides of all internal roadways and associated crosswalks and Americans with Disabilities Act curb ramps.**
- e. **Standard bicycle lanes along the frontage of Marlboro Pike and C-605 (Marlboro Pike extension).**
- f. **Crosswalks and Americans with Disabilities Act curb ramps crossing all vehicular access points.**
- g. **Short-term bicycle parking at all recreation areas.**

The submitted site plan includes the 8-foot-wide side path along the frontage of Woodyard Road, a 5-foot-wide sidewalk along the frontage of the existing Marlboro Pike and relocated Marlboro Pike (C-605), and throughout the site, and the associated crosswalks and ADA curb ramps. The site plan also includes a total of seven bicycle racks in the recreation areas. All conditions have been met.

- 12. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-015-2019-03. 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 TCP1-015-2019-03, or most recent revision, or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

- 13. 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 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 (TCP2-043-2020-01) was submitted with the DSP. The Environmental Planning Section has determined that the TCP2 conforms to the approved Type 1 Tree Conservation Plan TCP1-015-2019-03, as revised in the conditions listed herein.

- 19. Prior to acceptance of a detailed site plan (DSP), the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall demonstrate that outdoor activity areas (including, but not**

limited to rear yards and any upper-level balconies) will be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m., and that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall show the locations and details of features provided for outdoor noise mitigation. The ground level mitigated 65 dBA/Leq noise contour, ground level mitigated 55 dBA/Leq noise contour, upper level mitigated 65 dBA/Leq noise contour, and upper level 55 dBA/Leq noise contour shall be delineated on the DSP, accounting for the locations of all noise barriers.

- 20. Prior to approval of a building permit for any residential building identified on the detailed site plan as being affected by noise levels exceeding 65 dBA/Leq, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit, stating that the building shell or structure has been designed to reduce interior noise levels to 45 dBA or less.**

A combined Phase I and Phase II noise study, based on the final site layout and building architecture, was submitted with this application. The outdoor activity areas located within the proposed development include the four common recreation areas, rear yards for front-loaded townhouse units, and upper-level balconies and decks. The noise study demonstrates that the four common outdoor activity areas will not be affected by noise levels exceeding 65 A-weighted decibels (dBA) continuous equivalent integrated sound level (Leq) during the hours of 7:00 a.m. to 10:00 p.m. (daytime), or by noise levels exceeding 55 dBA/Leq during the hours of 10:00 p.m. to 7:00 a.m. (nighttime). However, it shows that the rear yards of certain front-loaded units would be affected by noise levels exceeding 55 dBA/Leq during the nighttime, and therefore, proposes two noise barriers (one west of Lot 40, Block C, and one east of Lots 10–13, Block A) to mitigate noise for these rear yards. These noise barriers and an associated detail are shown on the DSP.

The noise study also shows that certain units would be affected by noise levels exceeding 55 dBA/Leq during the nighttime at the ground and upper levels. These units include those on Block A, Lots 1, 6, 9–14, and 16; Block C, Lots 39 and 40; Block D, Lots 1–5 and 11. The noise levels affecting these units may negatively impact the ability to develop these units with upper-level balconies, depending on where the balconies are proposed to be located. The applicant provides that very tall noise barriers (20 to 32 feet high) would be needed to mitigate noise on the balconies for these units, as shown on page 32 of the noise study dated October 3, 2024, and that these barriers would be unattractive obstructions along the major roadways fronting the site. However, Condition 19 states that the study shall demonstrate that any upper-level balconies will be mitigated to 55 dBA/Leq or less during the nighttime. Therefore, if the applicant is unwilling to provide the necessary noise mitigation, the architecture of the units should be altered so that no unit has an upper-level balcony on a facade affected by the 55 dBA/Leq nighttime noise contour.

The applicant has proposed interventions to mitigate nighttime noise, for outdoor activity areas, to 55 dBA/Leq or less for impacted units. These interventions include revisions to building architecture, and implementation of noise barriers, such that

most units will have mitigated outdoor activity areas adjacent to or on the lots. Staff have included conditions herein requiring additional noise barrier extensions and reconfigurations to provide mitigation for more lots.

The noise study is also required to demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. Condition 20 further specifies that this analysis is needed for units affected by noise levels exceeding 65 dBA/Leq. The noise study found that 52 of the units would be affected by noise levels above 65 dBA/Leq, as shown on page 35 of the noise study. Of these, 39 units would require modifications to the standard building construction proposed, in order to meet this noise limit. The affected units are shown on page 35 of the noise study. Of these 39 units, 5 will require modification to the standard exterior wall construction, as well as windows and doors with elevated sound transmission class ratings. The remainder will only require windows and doors with upgraded sound transmission class ratings. At the time of permitting, the 52 affected units will require certification by a professional engineer, with competency in acoustical analysis, stating that the building shell or structure has been designed to reduce interior noise levels to 45 dBA or less.

Condition 19 requires that the relevant noise contours be shown on the DSP. Noise contours are shown, but technical corrections are needed to the contours to ensure their legibility. Condition 20 requires that the DSP identify the units affected by noise levels exceeding 65 dBA/Leq. These units are identified in the noise study (on page 35), but not on the DSP itself. The DSP should include a general note identifying the affected units, and improved building materials intended to mitigate noise should be included on the architectural plans.

21. At the time of detailed site plan, the location and width of the master-planned trail along MD 223 (Woodyard Road) and an associated public use easement shall be shown on the plans.

The DSP shows the location and width of the master-planned trail along Woodyard Road, as well as an associated public use easement. The trail is shown to be 8 feet wide, and the easement is shown to be 10 feet wide. The easement is wider than the trail in order to allow a maintenance strip on either side of the trail.

12. Certificate of Adequacy ADQ-2023-013: The property is subject to Certificate of Adequacy ADQ-2023-013, which was approved on March 6, 2024. The ADQ was approved subject to three conditions, all of which are applicable to the review of this DSP:

1. Total development within the subject property shall be limited to uses that would generate no more than 174 AM and 199 PM peak-hour vehicle trips.

The total development for this subject application will not exceed 174 AM and 199 PM peak-hour vehicle trips, as determined by the traffic impact study submitted with ADQ-2023-013. This condition has been met.

2. Prior to 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 adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Prince George's

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

- a. **MD 223 / Marlboro Pike Relocated (C-605)**
 - i. **Removal and replacement for ADA compliant curb ramps**
 - ii. **Construction of a channelized island, striping of thermoplastic continental crosswalks and associated curb and gutter**
 - iii. **Construction of asphalt trail connecting the existing trail with the proposed crossing**

In the event that the above improvements do not receive approval for permit, the applicant shall provide the following alternatives:

- b. **MD 223 / Marlboro Pike Relocated (C-605)**
 - i. **Removal and replacement of existing sidewalk with an asphalt trail along the south side of Marlboro Pike Relocated (C-605)**
 - ii. **Provide wayfinding signage along the asphalt trail to Windsor Park**

This condition will be evaluated at the time of permitting.

- 3. **The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan submission.**

The DSP includes a pedestrian and bicycle circulation exhibit on Sheet 14, which is intended to meet Condition 3. The exhibit shows the location and limits of the on-site bicycle and pedestrian improvements, as well as the off-site improvements required by Condition 2.a. of the ADQ. This condition has been met.

- 13. **2010 Prince George's County Landscape Manual:** Development proposed by this DSP is subject to Section 4.1, Residential Requirements; Section 4.4, Screening 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. An Alternative Compliance application (AC-24007) has been submitted as a companion application to the subject DSP, requesting alternative compliance from Sections 4.6 and 4.10 of the Landscape Manual.

Section 4.6, Buffering Development from Streets

REQUIRED: Section 4.6(c)(1)(A)(i) Buffering Residential Development from Streets, Collector Road:

	Lot 12E	Lot 16F
Linear feet of property line adjacent to the street	22 feet	20 feet
Minimum width of buffer	35 feet	35 feet
Shade Trees (4 per 100 linear feet) *	1	1
Evergreen Trees (12 per 100 linear feet) *	3	3
Shrubs (20 per 100 linear feet) *	5	4

Note: *Per Section 4.6(c)(1)(D) of the Landscape Manual, planting requirements are reduced by 50 percent with the proposed 6-foot-high, board-on-board fence.

PROVIDED: Section 4.6(c)(1)(A)(i) Buffering Residential Development from Streets, Collector Road:

	Lot 12E	Lot 16F
Linear feet of property line adjacent to the street	22 feet	20 feet
Minimum width of buffer	17.3 feet	16.6 feet
Shade Trees (4 per 100 linear feet)	1	1
Evergreen Trees (12 per 100 linear feet)	7	4
Shrubs (20 per 100 linear feet)	23	10

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.6, Buffering Development from Streets, which requires a minimum buffer width of 35 feet when the rear yards of single-family attached or detached dwellings are oriented toward a street classified as a collector, such as the proposed Marlboro Pike (C-605). The proposed driveways in the rear yards of Lots 12E and 16F encroach into the buffer, reducing the provided width to 17.3 feet and 16.6 feet, respectively. The applicant has provided additional planting units in these locations to ensure there is an attractive view of the development from the street, and the rear yards are buffered. In addition, the applicant has proposed a fence in the rear yards of these two lots to mitigate the narrow buffer. However, the plan and schedules need to be revised to clearly label and provide a detail of the fence; a condition is included herein requiring this revision.

Since the buffer width is only impacted on two lots, which makes up a small portion of the development's total (2 out of 249 lots), and the provided plant units exceed requirements in addition to a fence, the Alternative Compliance Committee finds the applicant's proposal equally as effective as normal compliance with Section 4.6.

Section 4.10, Street Trees Along Private Streets

REQUIRED: Section 4.10(c) Street Trees Along Private Streets, along all private roads

Number of Street Trees	106 (total)
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PROVIDED: Section 4.10(c) Street Trees Along Private Streets, along all private roads

Number of Street Trees	76 (total)
Number of shade, ornamental, and evergreen trees located outside of, but proximate to, the private rights-of-way	57 (total)

Justification of Recommendation

The applicant also requests alternative compliance from Section 4.10(c), Street Trees Along Private Streets, of the Landscape Manual, which requires one street tree per 35 linear feet of frontage. Per Section 4.10(c)(4), street trees shall be located a minimum of 35 feet from the point of curvature of an intersection of two streets. In addition, Section 4.10(c)(5) requires that street trees shall be located a minimum of 10 feet from the point of curvature of residential driveway entrances. Finally, Section 4.10(c)(10) requires a minimum of 150 square feet of soil surface per isolated tree and 120 square feet per tree within a continuous open landscaping strip. The driveways for single-family attached homes, the narrow space between driveways, the many short blocks and intersections, on-street parking, and easement constraints limit the number of street tree locations.

The applicant has provided the maximum amount of street trees given the space limitations of the proposed housing development with on- and off-street parking. As an alternative, the applicant has proposed additional plantings as part of Section 4.1, Residential Requirements, of the Landscape Manual. The Section 4.1 trees are proposed as close to the private streets as possible, but outside of public utility easements, which meets the purposes and objectives of Section 4.10 by enhancing the private streets both visually and environmentally. The greater variety of Section 4.1 trees will enhance the streetscape to include shade trees, ornamental trees, and evergreens visible from private rights-of-way.

The Alternative Compliance Committee recommends that the proposed Section 4.10 street trees, and Section 4.1 trees adjacent to the private streets, be planted at a larger caliper to meet the objectives of Section 4.10 more quickly.

Given the additional plantings close to the private streets, and the larger tree sizes, as conditioned, the Alternative Compliance Committee finds the applicant's proposal equally effective as normal compliance with Section 4.10.

- 14. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved tree conservation plans. TCP2-043-2020-01 was submitted with the DSP.

Based on the TCP2 submitted with this application, the overall site is 37.47 acres in size, with 0.39 acre of 100-year floodplain area and 0.00 acre of previously dedicated area, for a net tract area of 37.12 acres. The phased woodland conservation worksheet shows that the 34.24-acre application area contains 23.76 acres net tract woodlands, 0.39-acre wooded floodplain to remain undisturbed, and 16.90 acres of woodlands will be removed as part of the development for this phase. The cumulative woodland conservation requirement through this phase of the development is 9.80 acres. Currently, the worksheet shows 6.40 acres of woodland preservation. In addition, the site will reforest 2.23 acres on-site.

The remaining 0.62 acre of the woodland conservation requirement was met as a requirement in Phase 1 of the Hope Village development. Thirteen (13) on-site specimen trees are proposed to be removed as part of this phase of development, seven of which are in fair or poor condition.

Currently, the TCP2 shows all proposed improvements on-site. At this time, minor changes are required of the TCP2, as conditioned herein.

15. **Prince George's County Tree Canopy Coverage Ordinance:** Prince George's County Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Subsequently, Section 25-128 of the Prince George's County Code, Tree Canopy Coverage Requirements, requires properties in the Residential, Multifamily-48 Zone to provide a minimum tree canopy coverage (TCC) of 20 percent of the net tract area. The 33.85 net-acre subject site is required to provide 6.77 acres (294,901 square feet) in TCC. The TCC schedule provided is inaccurate, as calculations were not based on the net tract area, as required by Section 25-128(b) of the County Code. A condition has been included herein for the TCC schedule to be revised.
16. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:
 - a. **Community Planning**—In a memorandum dated October 7, 2024 (Arsenault to Myerholtz), the Community Planning Division noted that pursuant to Part 3, Division 9, Subdivision 3, of the prior Zoning Ordinance, the application largely adheres to the master plan policies and strategies in that it is moderate density development that is in scale with the surrounding residential context. The relevant findings are listed below.

General Plan, Master Plan, and Sectional Map Amendment

General Plan

Plan 2035 designates the area in the Established Communities Growth Policy area. "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are 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" (page 20).

Master Plan

The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* (Subregion 6 Master Plan and SMA) recommends residential land use on the subject property, which is characterized as "Residential areas of up to 3.5 dwelling units per acre. Primarily single family detached dwellings" (page 40). The proposed use is not consistent with the master plan recommended land use; however, it is consistent with CSP-18007 and its amendment, which approved the use and density on the property. In addition, Prince George's County Council Resolution CR-083-2013,

which approved the Subregion 6 Master Plan and SMA, also rezoned the subject property from the Residential-Agricultural (R-A) Zone to the Mixed-Use Transportation-Oriented (M-X-T) Zone, which modified the role of the master plan's recommendations for land use on this property.

The applicant should consider the following master plan recommended goals, policies, and strategies and work with the operating agencies, as appropriate, to advance the intent and purpose of the plan:

Development Pattern and Land Use

Policy 1: Promote a development pattern that allocates appropriate amounts of land for residential, commercial, employment, industrial and institutional land uses in accordance with county development goals by considering local and regional needs, the integration of land uses wherever possible, and the impact of development proposals on the economy, environment, equity, and efficiency (page 58).

Strategy 1: Maintain low to moderate-density land uses except as part of mixed-use development and planned communities (page 58).

The property is being developed at approximately 6.6 dwelling units per acre, which is considered a moderate density. The lotting pattern and overall mix of uses promotes a development pattern that is compatible with the surrounding uses and provides a significant amount of land for residential development, which is appropriate and in alignment with county development goals.

Environmental

Policy 7: Encourage the use of green building techniques and community designs that reduce resource and energy consumption (page 79).

The applicant is encouraged to use green building techniques for this development, and staff recommend that the applicant work with the Urban Design Section to explore the use of green building strategies and green neighborhood design techniques to the extent practical. These techniques may include green construction methods or Leadership in Energy and Environmental Design for Neighborhood Design (LEED-ND) to ensure the site is designed to minimize the development's impact on the natural environment, and meets all applicable sustainability and site design requirements.

Transportation

Policy 2: Ensure that the road system is improved concurrently with development, so that road and intersection capacity match demand (page 93).

The applicant should continue to work with the Transportation Planning Section and other applicable operating agencies, as appropriate, to ensure that all applicable requirements are met for this development.

Policy 7: Expand, encourage, and promote hiker/biker/equestrian recreational activities (page 105).

The application provides sidewalks on both sides of the roadway, providing connections to the surrounding community. The applicant should continue to work with the Prince George's County Department of Parks and Recreation (DPR) and the Transportation Planning Section to ensure transportation facilities accommodate the recreational needs of the community and allow for safe pedestrian and multimodal movement to adjacent properties.

Living Areas and Community Character

Suburban/Developing Tier Communities

Policy: Continue to build high-quality, suburban development organized around a network of open space and community facilities with attention to site design (page 179).

Strategy 1: Develop a comprehensive trail/sidewalk system to connect the community (page 179).

The applicant provided a connective sidewalk system within the proposed development where all roadways have sidewalks on both sides of the road and crosswalks at major intersections. The applicant should continue to work with the Transportation Planning Section to ensure this meets applicable requirements.

Strategy 5: Ensure that all new development in the area is compatible with existing development in terms of architecture and scale (page 179).

The surrounding development is of similar scale and typology. The applicant should coordinate with the Urban Design Section to ensure site and architectural design propose high quality building materials in balanced fenestration and that the buildings are context-appropriate based on existing requirements.

Strategy 8: Design site features such as stormwater management facilities during the development process so that they become amenities in the development (page 179).

The applicant should work with the Environmental Planning Section, DPR, and the Urban Design Section to transform the proposed SWM facilities into amenities, primarily through the provision of enhanced lighting, seating, walkways, fountains or other appropriate additions.

Strategy 9: Provide green edges (woods, and landscaping) in new developments to provide a buffer that blends naturally into surrounding wooded areas (page 179).

The applicant should work with the Environmental Planning Section to follow landscaping and tree conservation best practices and meet applicable requirements for tree conservation. The conservation areas proposed should be designed to the extent practical to buffer adjacent properties and blend with naturally wooded area to create larger areas for natural habits and allow for the creation of green corridors supporting the natural environment.

Aviation/M-I-O Zone

This application is located within the Conical Surface (20:1) - Right Runway -E M-I-O Zone, for height. The maximum height allowed on this property is approximately 470 feet.

Sectional Map Amendment (SMA)

On July 24, 2013, the Prince George's County District Council approved the Subregion 6 Master Plan and SMA, which reclassified the subject property to the M-X-T Zone from the R-A Zone.

- b. **Transportation Planning**—In a memorandum dated January 22, 2021 (Smith to Mitchum), the Transportation Planning Section noted the subject site is on parcels to be created, pursuant to PPS 4-23007. Findings regarding transportation adequacy were made in connection with PPS 4-23007, so further traffic-related analyses are not required. The development shown on this DSP is generally consistent with the PPS from the standpoint of access and circulation. The Transportation Section further reviewed the application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) regarding master-planned rights-of-way and pedestrian and bike facilities, and the Subregion 6 Master Plan. The proposed plan demonstrates conformance with the MPOT and aligns with the transportation goals outlined in the Subregion 6 Master Plan, as discussed below.

Woodyard Road currently has a side path along the west side of the roadway. The proposed development will include the construction of a side path along the east side. In addition, as part of this development, a continental crosswalk across Woodyard Road will be provided, allowing for connectivity between the Hope Village development and adjacent communities.

The existing Marlboro Pike has a planned bicycle lane and signage along the property frontage as part of Phase 1 of this development, as well as a bicycle lane facility planned along Marlboro Pike relocated within the development as part of the subject application. The planned MPOT facilities are included in the site plan and satisfy the intent of the MPOT.

In addition to the bicycle facilities, the site plans include 5-foot-wide sidewalks, continental crosswalks, and curb ramps along all internal roadways and connecting to the roadway frontages. The current application does not propose any

modifications to the approved pedestrian and bicycle facilities. All road frontage improvements have been evaluated and proposed to the extent possible and will accommodate multimodal use to and within the site to create a new network of connections. Staff find the proposed facilities and amenities meet the intent of the policies and goals of the MPOT and sector plan and are consistent with prior approvals.

Further discussion was provided relative to previous conditions of approval and circulation issues which are incorporated into the findings above.

From the standpoint of transportation, it is determined that this plan, including vehicular, pedestrian, and bicycle access and circulation is acceptable and meets the findings required for a DSP, as described in the prior Zoning Ordinance.

- e. **Environmental Planning**—In a memorandum dated October 9, 2024 (Kirchhof to Myerholtz), the Environmental Planning Section noted that the overall 37+ acre Hope Village Center development, which includes the subject 3.27-acre site, has a Natural Resources Inventory Plan, NRI-164-2006, which was approved on April 30, 2019. The Planning Board approved a Subtitle 25 variance for the removal of 13 specimen trees identified as ST-2, ST-4, ST-8, ST-9, ST-10, ST-11, ST-21, ST-22, ST-23, ST-24, ST-25, ST-26, and ST-27 with CSP-18007-01. The TCP2 shows the location of the trees proposed for removal. No specimen trees were requested for removal with PPS 4-23007 and no additional specimen trees are requested for removal with this application. The development of DSP-20008-01 is reliant on the prior approvals for removal of specimen trees.

The site contains regulated environmental features (REF) including streams, stream buffers, wetlands, wetland buffers, and steep slopes which comprise the PMA. The Planning Board approved impacts for master-planned roadways, utilities, and stormwater outfalls with PPS 4-23007, and no additional impacts are requested with this application.

One of the requested utility connections for the development proposed with this application is an off-site sewer connection which is considered necessary for adequate public facilities. This connection is dependent on permission from the adjacent Galilee property and will result in impacts to the woodland and PMA on the Galilee property. In a meeting on August 29, 2023, the applicant for Hope Village stated that the off-site connection on the Galilee property would be addressed with a separate standalone TCP2 for utilities. Impacts on the PMA for the extension on the Galilee property will be evaluated separately when that application is submitted.

An approved Site Development Concept Plan (05557-2023-SDC/P32055-2024-SDC) was submitted with this application. The approved plan shows the use of submerged gravel wetlands, micro-bioretenion devices, bio-swales, and eight micro-bioretenion ponds from Phase 1. This plan is reflective of the proposed layout and will be further reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). No further information pertaining to SWM is required at this time.

f. **Subdivision**—In a memorandum dated October 9, 2024 (Diaz to Myerholtz), the Subdivision Section noted that the property is subject to PPS 4-23007 (PGCPB Resolution No. 2024-019), entitled Hope Village Phase 2. This PPS covers 34.24 acres and was approved on March 21, 2024, for 249 lots and 33 parcels, to support development of 249 single-family attached dwelling units. The development proposed with the subject DSP is consistent with the development evaluated under the PPS. The changes to the lotting pattern proposed with this DSP from the lotting pattern evaluated under the PPS do not affect conformance to the PPS. The DSP has been found to be in conformance with the approved PPS. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, once it is approved, or permits will be placed on hold until the plans are corrected.

g. **Historic Preservation**—In a memorandum dated October 9, 2024 (Stabler to Myerholtz), the Historic Preservation Section noted that the property, which is the subject of this DSP, was once of the large Woodyard plantation patented to Henry Darnall, in 1683.

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 property is high. A Phase I archeology survey was completed in August 2023. A total of 580 shovel test pits were excavated across the study area. A total of 34 artifacts were recovered and one site (18PR1255) was recorded. Site 18PR1255 was a scatter of historic architectural and domestic artifacts, ranging in date from the late 19th to early 20th centuries. Due to the lack of intact soil deposits and the paucity of artifacts recovered, no further work was recommended on Site 18PR1255.

Historic Preservation staff concurred that no additional archaeological investigations were necessary on the subject property, and no further work was recommended. Historic Preservation staff received copies of the final archeological report in February 2024.

- h. **Prince George's County Fire Department**—At the time of the writing of this technical staff report, the Fire Department did not offer comments on the subject application.
- i. **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 offer comments on the subject application.
- j. **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.
- k. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
- l. **Maryland State Highway Association (SHA)**—At the time of the writing of this technical staff report, the SHA did not offer comments on the subject application.

- m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on the subject application.
- 17. **Community Feedback:** At the time of the writing of this technical staff report, staff had not received any community feedback regarding this DSP application.
- 18. Based on the foregoing and as required by Section 27-285(b) of the prior Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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-20008-01, Alternative Compliance AC-24007, and Type 2 Tree Conservation Plan TCP2-043-2020-01, for Hope Village – Phase 2, subject to the following conditions:

- 1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP) as follows:
 - a. Provide a minimum of one dog waste station at each passive and active recreational area, and a minimum of seven total dog waste stations.
 - b. Show the setbacks from the roadways for the two freestanding entrance signs and the single column sign.
 - c. Correct General Note 5 to indicate Preliminary Plan of Subdivision 4-23007 as a prior approval.
 - d. Label the acreage of proposed public right-of-way dedication and right-of-way width along MD 223 (Woodyard Road).
 - e. Add a chart identifying the locations of highly visible lots, subject to approval by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, as designee of the Prince George's County Planning Board.
 - f. Provide a table to identify and track residential units where the full front façades will be constructed of brick, stone, or stucco, and those units that are highly visible and require a greater percentage of their façade area to be clad with brick, stone, or stucco.
 - g. In the parcel table on the DSP coversheet, correct the use of Parcel BB to indicate it is used for an alley.

- h. On the DSP coversheet, ensure that the noise contour lines are visible where they cross roadways.
 - i. Give each noise contour a different line type to make them more easily distinguishable from one another.
 - j. Ensure the noise contours are labeled on all sheets where they appear.
 - k. Add a general note stating that Lots 1–9, Block A; Lots 12–37, Block E; and Lots 1 through 16, Block F are affected by noise levels exceeding 65 dBA/Leq and require certification by a professional engineer, with competency in acoustical analysis, stating that the building shell or structure has been designed to reduce interior noise levels to 45 dBA or less, at the time of building permit. Modifications to exterior walls for noise mitigation must be shown on architectural plans.
 - l. Revise the building architecture or provide additional noise barriers so that no upper-level balconies are impacted by noise levels exceeding 55 dBA/Leq between the hours of 10:00 p.m. to 7:00 a.m.
 - m. Add proposed noise barriers, per the noise study dated October 18, 2024, to the site plan and provide noise barrier details. Final siting of noise barriers will be subject to Urban Design staff approval, as a designee of the Prince George’s County Planning Board.
 - n. Relocate the proposed noise barrier adjacent to Block A, Lots 10–13 to the top of the retaining wall on Parcel I, with a connection to the unit on Lot 9 (Block A), as needed, to provide the same or improved levels of noise mitigation proposed in the noise study dated October 18, 2024.
 - o. Relocate the proposed noise barriers adjacent to Private Street A to be one continuous barrier located on the west side of the proposed public utility easement, crossing the easement to connect to the unit on Lot 1, Block A, and extend the barrier to run south along Private Street A, to connect to Lot 10, Block D.
 - p. Add a general note stating that Lots 1, 5, 10–14, and 16 in Block A, and Lots 1–5 and 11 in Block D, will not be permitted to have a deck or upper-level balcony.
 - q. Revise the building architecture to show that all units will have a balcony, Juliette balcony, rear deck, or porch on the rear façade.
 - r. On the coversheet, revise the Recreational Facility schedule to note that the permit trigger column should represent the permit at which the corresponding facility must have completed construction, subject to staff approval, as a designee of the Prince George’s County Planning Board.
2. Prior to certification of the detailed site plan, the landscape plan shall be revised as follows:
- a. Provide details for the fence located on Lots 12E and 16F, and clearly label on the plan and include on the relevant landscape schedules.

- b. Remove or reduce the width of the public utility easement from the east side of Private Road C, to allow for the planting of additional shade trees.
 - c. Increase the planting size of shade trees proposed to meet the requirements of Section 4.10 and Section 4.1 trees considered part of the alternative compliance request, to a minimum 3–3.5-inch caliper.
 - d. Increase the planting size of ornamental trees proposed to meet the requirements of Section 4.10 and Section 4.1 trees considered part of the alternative compliance request, to 2–2.25-inch caliper.
 - e. Correct the tree canopy coverage schedule to utilize net tact area in calculations and revise plan accordingly.
3. Prior to certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:
- a. Provide dimension lines on all woodland conservation preservation areas to demonstrate that these areas meet the design criteria provided in Section 25-122(b) of the Prince George’s County Code.
 - b. Add a tree planting schedule for the landscape credits to include the species, size, and quantities.
 - c. Prior to certification of the TCP2, a revision to the Natural Resources Inventory Plan, NRI-164-06, shall be approved.
 - d. Prior to certification of the TCP2 for this site, documents for the required woodland and wildlife habitat conservation easements, and the vacation of the existing easement for 0.62 acre, shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan, as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber ____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement.”