



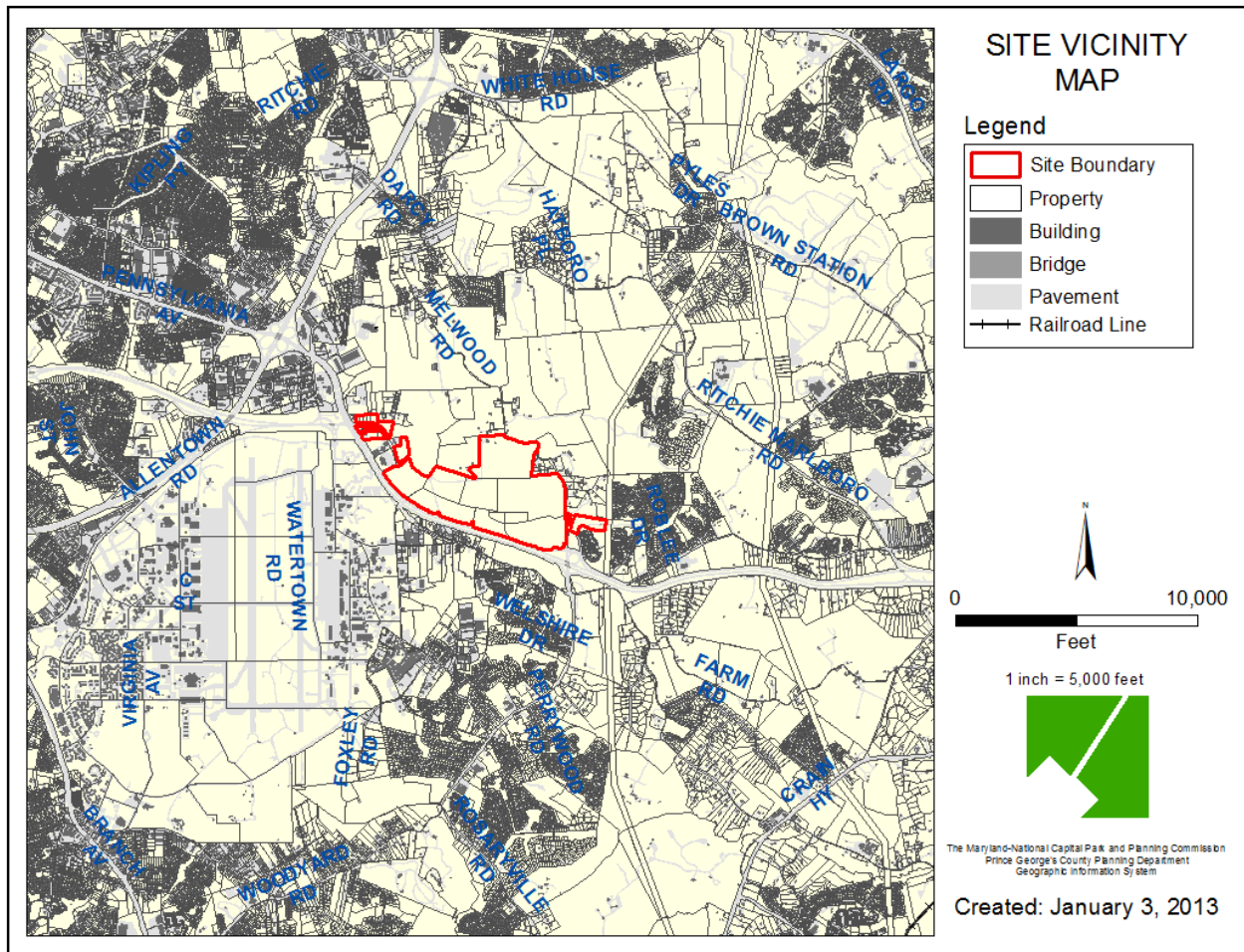
Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Conceptual Site Plan CSP-07004-01 Reconsideration Hearing

Application	General Data	
Project Name: Westphalia Center Location: North side of Pennsylvania Avenue (MD 4), west of Melwood Road, and east of the interchange of Suitland Parkway and Pennsylvania Avenue. Applicant/Address: Westphalia Development USA, LLC c/o Walton Development and Management (USA), Inc. 11800 Sunrise Valley Drive, Suite 300 Reston, VA 20191	Planning Board Hearing Date:	10/24/13
	Memorandum Date:	10/09/13
	Planning Board Action Limit:	N/A
	Plan Acreage:	530
	Zone:	M-X-T
	Dwelling Units:	up to 5,000
	Gross Floor Area (sq. ft.):	5.9M
	Planning Area:	78
	Tier:	Developing
	Council District:	06
	Election District	15
	Municipality:	N/A
	200-Scale Base Map:	207SE09

Purpose of Application
This case was continued from the Planning Board agenda date of October 10, 2013 to October 24, 2013. RECONSIDERATION HEARING: A Waiver of the Rules of Procedure and a Request for Reconsideration was approved by the Planning Board on July 18, 2013. The applicant is requesting a reconsideration of Condition 2(i) of approved PGCPB Resolution No. 10-59(C) to allow more design flexibility in the number and location of the front-loaded garage residential units.

Staff Recommendation		Staff Reviewer: H. Zhang, AICP LEED BD+C Phone Number: 301-952-4151 E-mail: Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



October 9, 2013

MEMORANDUM

TO: The Prince George's County Planning Board

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

VIA: Steven Adams, Supervisor Urban Design Section, Development Review Division

SUBJECT: Reconsideration Hearing for Westphalia Center
Conceptual Site Plan CSP-07004-01

The Prince George's County Planning Board granted a Waiver of the Rules of Procedure and a Request for Reconsideration for Conceptual Site Plan CSP-07004-01 on July 18, 2013 related to Condition 2(i) of PGCPB Resolution No. 10-59(C).

The applicant presented evidence that an error may have occurred in the approval of this case related to the maximum allowed number of front-loaded garage units within the Westphalia Town Center project. The reconsideration hearing was scheduled on the Planning Board agenda date of October 10, 2013 and was continued at the request of the applicant to October 24, 2013.

LOCATION

The Westphalia Town Center property is located on the north side of Pennsylvania Avenue (MD 4), west of Melwood Road, and east of the interchange of Suitland Parkway and Pennsylvania Avenue, in Planning Area 78, Council District 6, within the Developing Tier of the county.

BACKGROUND

The 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* rezoned the larger property, consisting of many smaller parcels, from the I-1 (Light Industrial), I-3 (Planned Industrial/Employment Park), and R-A (Residential-Agricultural) Zones to the M-X-T (Mixed Use-Transportation Oriented) Zone as shown on Exhibits 44 and 45 of the sector plan, which outlines the vision for the subject property. The property is also the subject of a previously approved Conceptual Site Plan, CSP-07004, which was approved with conditions by the Planning Board on December 18, 2008 (PGCPB Resolution No. 08-189).

Conceptual Site Plan CSP-07004 was approved with modified conditions by the District Council on May 8, 2009, subject to a revised order issued on June 8, 2009 and a second revised order issued by the District Council on September 21, 2009.

The Planning Board approved CSP-07004-01 on May 20, 2010 (PGCPB Resolution No. 10-59(C)) to allow the development of the Moore Property to proceed prior to development of other portions of the Westphalia Town Center project. The Moore Property has an approved Preliminary Plan of Subdivision, 4-08018 (PGCPB Resolution No. 09-93), and the subject property has its own Preliminary Plan of Subdivision, 4-08002 (PGCPB No. 09-95(C)), which covers the balance of the Westphalia Town Center project. Each preliminary plan remains valid until June 25, 2015.

An infrastructure Detailed Site Plan, DSP-12017, for Phase I that covers 119 acres of the land predominantly for residential use in the middle of the larger Westphalia Town Center project was approved by the Planning Board on October 18, 2012 (PGCPB Resolution No. 12-99). A special purpose Detailed Site Plan, DSP-12043, was approved by the Planning Board on May 16, 2013 (PGCPB Resolution No. 13-51). An umbrella DSP for residential architecture (DSP-13001) was approved by the Planning board on September 26, 2013. A full-scale DSP for Phase I (DSP-13006) is currently pending.

The property is also the subject of an approved Stormwater Management Concept Plan, 44782-2007-01, dated February 18, 2011, which is valid for three years until February 18, 2014.

Conceptual Site Plans CSP-07004 and CSP-07004-01

At the time of Conceptual Site Plan CSP-07004 approval for the Westphalia Town Center project, which includes the Moore Property, the issue relating to front-loaded garages in Finding 7(b) in PGCPB Resolution No. 08-189 is as follows:

- 7(b) Front-loaded garages: The sector plan strongly discourages the provision of front-loaded garages and driveways for townhouses, recommending instead that parking should be located in the rear and sides of lots. The applicant's CSP text does not prohibit the use of front-loaded townhouses in the Edge area. There may be some locations where front-loaded townhouses are unavoidable, specifically where the rear of a townhouse row is adjacent to a stream valley or preserved environmental feature, preventing the use of a rear alley to serve the houses. In all other circumstances, however, front-loaded units should not be permitted.**

Based on the above finding, the Planning Board attached Condition 2(i) of CSP-07004 in its approval (PGCPB Resolution No. 08-189) that does not specifically state the maximum number of dwelling units to have front-loaded garages, but instead to allow the application of the front-loaded garages be decided with the review of each DSP, as follows:

- 2(i) Limit the use of front-loaded garages for attached units to situations at the edge of residential neighborhoods where environmental features prevent the use of rear alleys, except that other locations may be approved at the time of Detailed Site Plan review provided that sufficient design justification is provided for the additional locations.**

The District Council affirmed the Planning Board's approval of CSP-07004 with four additional conditions and revised Condition 2.i. as follows:

- 2. i. A maximum of 68 front-loaded garages shall be allowed within Westphalia Center. Their location shall be restricted to areas adjacent to a stream valley or preserved environment feature, preventing the use of a rear alley to serve the dwellings.**

At the time of CSP-07004-01 approval, the same findings as discussed above were provided and revised Condition 2(i) was included in the Planning Board's resolution (PGCPB No. 10-59(C)). The District Council affirmed the Planning Board's action in PGCPB Resolution No. 10-59(C).

The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment

The 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA) provides goals and policies under its Development Pattern Element chapter. Policy 5 prescribes residential area design principles specifically for the parking and garage of residential single-family detached and attached homes and multifamily buildings (p. 31) as follows:

Design Principles

- **Design single-family detached, and attached home and multifamily buildings so the mass of the living space and the front door dominates the front façade:**
- **Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.**
- **Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.**
- **Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.**

These design principles provide guidance on minimizing the dominance of garages on the streetscape by either hiding them or making them subordinate to the main structure. However, the design principles do not specifically prohibit the use of front-loaded garages, but promote that garages should be subordinate in mass and in proportion to the main elevation. The design principles specifically promote the use of rear alley to access the parking and garages for residential units that are sited back-to-back.

At some locations of the subject site where a stream valley or preserved environmental features are present, the topographical conditions prohibit the use of rear alley to access the garages, which makes the front-loaded garage a viable option. To prevent the garage from dominating the façade of a residence at those locations, architectural design should reflect the design principles of Policy 5 and should be demonstrated at the time of DSP review.

The Applicant's Request

The applicant requests to modify Condition 2(i) of PGCPB Resolution No.10-59(C) without impacting the prior approval as it pertains to the Moore Property as follows:

“A maximum of 68 front-loaded garages shall be allowed within the Moore Property portion of Westphalia Center. Their location shall be restricted to areas adjacent to a stream valley or preserved environmental feature, preventing the use of a rear alley to serve the dwellings. Within the Town Center portion of Westphalia Center front-loaded garages may be approved at the time of Detailed Site Plan review provided that sufficient design justification is provided for the additional locations.

“The following criteria should be employed throughout the Westphalia Town Center when considering the use of front loaded garage units:

- “A. The total number of front loaded garage townhouse units shall not exceed 10% of the total number of townhouse units allowed in the Westphalia Town Center project.
- “B. The use of front loaded garage units for single family detached units shall be evaluated at each Detailed Site Plan and be limited to situations where site design or environmental constraints dictate the need for the use of front loaded units.
- “C. Front loaded townhouse units shall only be included on the interior of blocks and front loaded units are not allowed for units fronting on public streets except in situations where environmental conditions will not allow the use of rear alleys.
- “D. All entry door features on front loaded units must be located on the ground level. No walk up second level entries are permitted.
- “E. Front loaded townhouse units shall be built no more than approximately 15 feet from the front lot line to discourage the use of long driveways.
- “F. All front loaded garage doors shall include window features.”

Comment: Within the boundary of the overall Westphalia Town Center project (530 acres), the area where the Moore Property (47.7 acres) is located contains most of the stream valleys. Only a small portion of the rest of the Westphalia Town Center has stream or environmental features. At the time of CSP-07004 review, the District Council mainly focused on achieving an urban development. Perhaps this explains the maximum limit for the front-loaded garage units. According to DSP-09015 for Moore Property, only 45 units will be front-loaded garage units within the total 364 single-family attached units approved with the Moore property. However, given that Moore Property had gone through DSP approval and is no longer a part of the Westphalia Center project, the Urban Design Section does not agree with the applicant to alter previously approved conditions that may have any impact on Moore Property. The Urban Design Section agrees with the applicant in general principle of limiting the front-loaded garage units within the town center portion of the Westphalia Center project, while still providing the applicant with sufficient design flexibility to achieve high-quality development. In addition, there is no discussion of single-family detached units either in both prior conditions or in the sector plan. The Urban Design Section recommends removal of Criterion B, which is related to single-family detached units, from the revised condition.

At the time of the District Council’s review of CSP-07004, the total number of the front-loaded garage units had been limited to an average of four percent of the total detached units in the entire town center. The applicant proposes to allow ten percent of the total of front-loaded garage units. The Urban Design Section agrees with the proposed maximum percentage to avoid over concentration of this type of housing unit. In order to achieve visual interest along the street where front-loaded garage units are located, architectural features, such as windows, should be provided on the garage doors. In addition, the Urban Design Section also recommends that the set back of the unit be no more than ten feet from the front lot line to discourage the use of long driveways.

Pursuant to the sector plan design guidelines for residential areas, the Urban Design Section believes that specific design criteria is appropriate to consider at the time of DSP. The applicant should demonstrate conformance to the criteria in the Recommendation section of this report when any front-loaded units are proposed at the time of DSP review.

Referral Comments

Community Planning Division—The Community Planning Division, in a memorandum dated October 4, 2013, provided a review of all applicable conditions attached to prior approvals and relevant design guidelines governing the residential buildings in the sector plan. The Community Planning Division recommends revisions to the applicant's proposed condition 2(i) as follows:

A maximum of 68 front-loaded garages shall be allowed within the Moore Property portion of Westphalia Center. Their location shall be restricted to areas adjacent to a stream valley or preserved environmental feature, preventing the use of a rear alley to serve the dwellings. Within the town center portion of Westphalia Center, front-loaded garages may be approved at the time of detailed site plan review provided sufficient design justification is provided for the additional locations. The following criteria shall be employed throughout Westphalia Town Center when considering the use of front-loaded garages for townhouse or attached units:

- A. The total number of front-loaded garage units shall not exceed ten percent of the total number of townhouse units allowed in the Westphalia Town Center project.
- B. Front-loaded townhouse units shall only be included on the interior of blocks and front-loaded units are not allowed for units fronting on public streets, except in situations where environmental conditions will not allow the use of rear alleys.
- C. All entry door features on front-loaded units must be located on the ground level. No walk-up second level entries are permitted.
- D. Front-loaded townhouse units shall be built no more than 15 feet from the front lot line to discourage the use of long driveways.
- E. All front-loaded garage doors shall include window features.
- F. No front-loaded garages shall protrude in front of the overall façade of the townhouse unit.

Comment: The Urban Design Section agrees with the recommendation of the Community Planning Division. The applicant in this case has no control over Moore Property, and conditions relating to that property should not be considered at this time.

The Westphalia Sector Development Review Council (WSDRC)—At the time of the writing of this memorandum, there was no response from WSDRC.

RECOMMENDATION

The Urban Design Staff recommends that the Planning Board APPROVE the Reconsideration Request for Conceptual Site Plan CSP-07004-01, Westphalia Center, with the following revised Condition 2(i):

- 2.i. A maximum of 68 front-loaded garage attached units shall be allowed within the Moore Property portion of Westphalia Center. Their location shall be restricted to areas adjacent to a stream valley or preserved environmental features, preventing the use of a rear alley to serve the

dwellings. Within the town center portion of Westphalia Center, front-loaded garages may be approved at the time of detailed site plan review provided that:

- (1) The total number of front-loaded garage townhouse units shall not exceed ten percent of the total number of townhouse units allowed in the Westphalia Town Center project, excluding Moore Property.
- (2) Front-loaded townhouse units shall only be included on the interior of blocks and front-loaded units are not allowed for units fronting on public streets, except in situations where environmental conditions will not allow the use of rear alleys.
- (3) All entry door features on front-loaded units must be located on the ground level. No walk-up second level entries are permitted.
- (4) Front-loaded townhouse units shall be built no more than approximately ten feet from the front lot line.
- (5) All front-loaded garage doors shall include architectural features, such as windows.
- (6) No front-loaded garages shall protrude in front of the overall façade of the townhouse unit.