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Detailed Site Plan

DSP-14021

Alternative Compliance

AC-15010

Departure from Parking and Loading Standards

DPLS-418

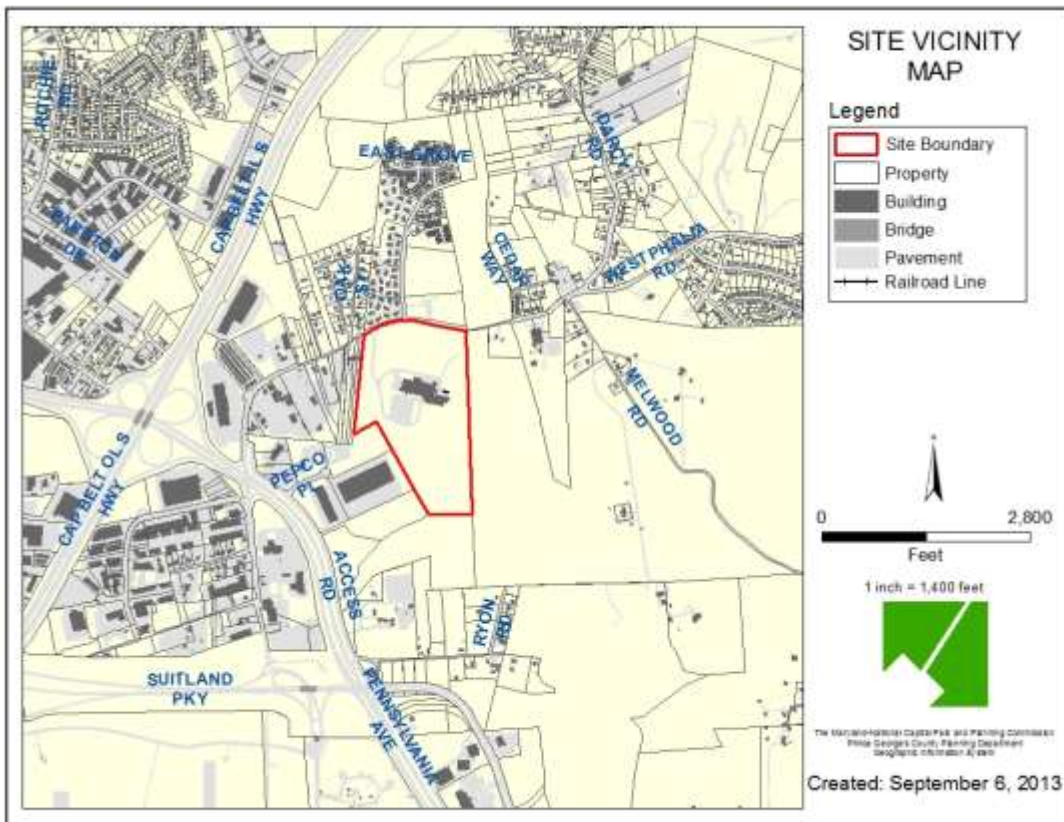
Departure from Design Standards

DDS-629

Application	General Data	
Project Name: Cambridge Place at Westphalia (Parcels 1 and 2) Location: On the south side of Westphalia Road, approximately one-half mile east of its intersection with Pennsylvania Avenue (MD 4). Applicant/Address: Dolben c/o Matt Bitar 2600 Midway Branch Drive Odenton, MD 21113	Planning Board Hearing Date:	07/30/15
	Staff Report Date:	07/16/15
	Date Accepted:	02/03/15
	Planning Board Action Limit:	04/14/15
	Plan Acreage:	68.91
	Zone:	M-X-T
	Dwelling Units:	301
	Gross Floor Area:	413,415 sq. ft.
	Planning Area:	78
	Council District:	06
	Election District	15
	Municipality:	N/A
	200-Scale Base Map:	205SE08

Purpose of Application	Notice Dates	
Approval of a detailed site plan for 301 multifamily units on Parcel 1, and proposed grading for installation of a sewer line and trail connection on Parcel 2; a departure to reduce the required number of parking spaces by 159 spaces; a departure from design standards for the use 125 of tandem parking spaces.	Informational Mailing:	07/28/14
	Acceptance Mailing:	02/02/15
	Sign Posting Deadline:	06/30/15

Staff Recommendation		Staff Reviewer: Cynthia Fenton Phone Number: 301-952-3412 E-mail: Cynthia.Fenton@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-14021
Type 2 Tree Conservation Plan TCP2-002-15
Alternative Compliance AC-15010
Departure from Parking and Loading Standards DPLS-418
Departure from Design Standards DDS-629
Cambridge Place at Westphalia (Parcels 1 and 2)

The Urban Design staff has reviewed the detailed site plan (DSP) for the proposed development and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Mixed-Use-Transportation Oriented (M-X-T) Zone and the site design guidelines; Section 27-588, Departures from the number of parking and loading spaces required; and Section 27-239.01, Departures from Design Standards.
- b. The requirements of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*;
- c. The requirements of Conceptual Site Plan CSP-11003;
- d. The requirements of Preliminary Plan of Subdivision 4-11012;
- 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 Tree Canopy Coverage Ordinance; and
- h. Referral comments.

FINDINGS

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

1. **Request:** The subject application is for approval of a detailed site plan for 301 multifamily units on Parcel 1, and proposed grading for installation of a sewer line and trail connection on Parcel 2 in the M-X-T (Mixed Use-Transportation Oriented) Zone.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant Industrial/Office Building	Residential
Acreage	68.94	68.94
100-year floodplain	3.33 acres	3.33 acres
Net Tract Area	65.61 acres	65.61 acres
Proposed Parcel 1		16.67 acres
Number of Unit(s)	0	301 Multifamily Units
Proposed Parcel 2		52.27 acres
Gross Floor Area (sq. ft.)		
Existing Industrial	142,500	142,500
Multifamily	0	407,500
Recreational Facility	0	5,915
TOTAL		555,915 Sq. Ft.

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

Base Density:	0.4 FAR
Total FAR Permitted:	1.4 FAR (including 1.0 residential bonus)
Total FAR Proposed:	.20

OTHER DEVELOPMENT DATA

Multifamily Bedroom Distribution and Parking Required

Building Type	No. of Buildings	Units per Building	Total Units
Type 1	6	22	132
Type 2	6	26	156
Type 3	1	13	13
Total	13	N/A	301

PARKING DATA

	REQUIRED	PROPOSED
Total parking spaces (301 multifamily units/13 buildings)	740	581*
Handicapped spaces	15	27 (all van-accessible)
Loading spaces	0	0**

*The applicant is requesting a departure from parking and loading standards (DPLS) to reduce the number of required parking spaces. The applicant is also requesting a departure from design standards (DDS) to allow tandem spaces. Refer to Findings 9 and 10 for a detailed discussion on the departures.

****Section 27-582 requires one loading space for a multifamily building with between 100 to 300 total units. None of the 13 buildings contain more than 26 units per building.**

3. **Location:** The subject property is located on the south side of Westphalia Road, approximately one-half mile east of its intersection with Pennsylvania Avenue (MD 4) in Planning Area 78, Council District 6.
4. **Surrounding Uses:** The site is bounded to the north by Westphalia Road. Further north of Westphalia Road is M-NCPPC-owned property located in the Rural Residential (R-R) Zone, and residential development in the Multifamily Medium-Density Residential (R-18) and R-R Zones. West and south of the subject property is Light Industrial (I-1)-zoned development. The subject property is bounded to the east by the single-family development, known as the Smith Home Farm in the Residential Medium-Development (R-M) Zone.
5. **Previous Approvals:** On June 18, 1979, the District Council approved Zoning Map Amendment A-9198, for Light Industrial (I-1) zoning on the subject site, with a site plan, on approximately 139 acres of land, located on south side of Westphalia Road, east of Pennsylvania Avenue (MD 4).

The subject property is Parcel C of the Penn-East Park subdivision. The site is developed with an existing 142,500-square-foot office and industrial building that was constructed in 1983, pursuant to Detailed Site Plan DSP-83045. The building was designed for the repair of turbine engines used at power plants then owned by the Potomac Electric Power Company (PEPCO). The subject site was later rezoned from the Light Industrial (I-1) Zone to the M-X-T Zone through the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* which was approved by the District Council on February 6, 2007. The existing industrial building remains vacant today.

Conceptual Site Plan CSP-11003 was approved for the subject property October 24, 2013 (PGCPB Resolution No. 13-122) with 14 conditions. The CSP approved a square footage range for industrial/retail uses and up to 325 multifamily units. Preliminary Plan 4-11012 was approved on June 5, 2014 (PGCPB Resolution No.14-52) to subdivide existing Parcel C into two parcels, Parcels 1 and 2, with 23 conditions.

6. **Design Features:** The applicant proposes 13 three -to-four-story multifamily buildings on Parcel 1 with a total of 301 one, two and three-bedroom units and a clubhouse. Ten garages are integrated into the ground level of each building with the exception of one building that has only five garages, though surface parking lots are proposed to serve the bulk of the multifamily development. Access into the development is proposed from Westphalia Road via a divided entrance drive. A gateway sign is featured at the entrance to the development, although it appears to be blocked by a proposed bus shelter. Either the proposed bus shelter or sign should be relocated so as not to interfere visually with the other.

The interiors of the multifamily buildings are not designed as traditional multifamily buildings where a central lobby is typically proposed; instead, the buildings are designed so that residents park either in a garage or adjacent surface parking and enter an open hallway or breezeway of the building, to either directly access their unit, or a stairwell to their unit, which may be in the basement, or on the second or third floor of the building. There does not appear to be an elevator in the building. It is unclear if the hallways are heated and air-conditioned. Staff recommends that the plans be clarified and/or revised to incorporate an elevator into the area adjacent to the stairwell of each building so residents, especially children and those with accessibility challenges can enjoy safe and convenient access to their units. Staff further recommends that the buildings

be revised to incorporate heated and air-conditioned hallways. Details and specifications of the design of the interior hallways should be provided, prior to certification of the plan.

A 5,915-square-foot clubhouse and pool are also proposed to serve the multifamily community. The clubhouse will include a leasing office, manager's office, conference room, a lounge with a fireplace, a billiard area, exercise room, media room and ancillary pool facilities including men and women's changing rooms. In addition, an outdoor 30-foot by 80-foot dog run is provided that includes benches, a pet waste station, trash receptacle, grooming table and pet play equipment and water fountain. Additional recreational facilities are warranted.

The applicant is proposing three building types; the proposed building types are designated as 'Building 1' (six buildings), 'Building 2' (six buildings), and 'Building 3' (one building). Each building presents a varied gabled roofline with an attractive predominately stone façade balanced with cementitious siding on the upper level of each elevation. The applicant should provide the percentage of stone and masonry for each elevation in the architectural elevations. Each elevation avoids a flat façade by the provision of bump-outs, recessed entryways and balconies with pilasters and aluminum railings in addition to double and single windows. In general, the placement of windows is well-balanced, though the right-side elevation of Building 3 has an area that lacks the rhythm of the other elevations. The elevation faces an entrance into Parcel 2 from Westphalia Road and is highly visible due to the existing topography. However, the applicant is showing landscaping that will sufficiently screen the elevation. The front elevations for all three building types have an area of wall that is blank. These areas should be landscaped with a combination of trees and shrubs to soften the blank area.

The clubhouse is proposed as an attractive one-story building with a varied roofline and off-sets that contribute to its visual appeal. Stone veneer is the primary material, accented with cementitious siding. Design elements include cementitious flat panels, columns and wide trim, a variety of window types, a covered entryway, cupola and decorative lattice. The architectural elevations of the clubhouse reflect and complement the high-quality design and exterior building materials of the multifamily buildings.

The inclusion of Parcel 2 is for the purpose of providing a sewer line extension to serve the multifamily development and trail connection from Parcel 1 through Parcel 2. The design of a recommended trailhead for the proposed trail is discussed in Finding 12, specifically in regard to Condition 13 of Preliminary Plan 4-11012.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the Zoning Ordinance:** The subject detailed site plan has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547, Uses Permitted, of the Zoning Ordinance. The proposed uses in this application are permitted uses in the M-X-T Zone.

Section 27-547 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.... 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 purpose of the zone:

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

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

Comment: The M-X-T Zone generally requires a mix of uses on the conceptual site plan. Section 27-547(e) applies to the subject site as the site was placed in the M-X-T Zone pursuant to the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan SMA), for which a comprehensive land use planning study was conducted by Technical Staff prior to the plan's initiation. The approved conceptual plan indicates three of the above use categories are to be provided on proposed Parcels 1 and 2: residential, industrial and potential retail. Each use is indicated on a separate proposed parcel on the CSP. Although greater integration of proposed uses within the M-X-T Zone is generally sought, the Planning Board found that the separation of the industrial and residential uses was appropriate in this case, due to the large size of the existing industrial/office building, the variety of light industrial uses that may be permitted within the building, and the potentially large number of employees and users associated with the future use.

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

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

Comment: The purposes of the M-X-T Zone as stated in Section 27-542(a) include the following:

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections,**

and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

Comment: The subject site is in the vicinity of a major interchange of Westphalia Road and Pennsylvania Avenue (MD 4) and is located along one of the primary routes into the Westphalia community. Development on the subject site will provide an expanding source of employment and residential opportunities for the area.

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

Comment: The site was placed in the M-X-T Zone to implement the mixed-use recommendations of the Westphalia Sector Plan SMA. Specifically the proposal will implement the residential land use recommendation for the subject site contained in the Westphalia Sector Plan.

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

Comment: The proposal will conserve the value of land and buildings by maximizing the development potential on this site.

- (4) To promote the effective and optimum use of transit and other major transportation systems;**

Comment: The subject property, located along an existing collector road and with a master-planned major collector road bisecting it, is easily accessed by automobiles. The sector plan further identifies Westphalia Road as a bikeway corridor. Pedestrian and bike connectivity have been evaluated in the review of this DSP. Access to existing and future bus routes has also been evaluated. See Findings 11 and 16(f) for further discussion of these points.

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

Comment: The subject site is within the boundaries of a conceptual site plan and preliminary plan that contain multiple uses, as there is office

and light-industrial space (currently vacant) within the existing building on Parcel 2. By providing residential uses during the first phase of the project, the proposal encourages a twenty-four hour environment.

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

Comment: Staff encourages the applicant to consider future tenants for the existing industrial building on Parcel 2 that will blend harmoniously with the proposed multifamily residential development.

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

Comment: The proposal demonstrates that architecture and site design will create an attractive and a distinctive visual identity for the project.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

Comment: As multiple uses/users are envisioned adjacent to the site and have been considered in the evaluation of the proposal, cost and energy saving will be realized with the subject proposal.

- (9) To permit a flexible response to the market; and**

Comment: The subject application, with 13 multifamily buildings, will allow the applicant to respond to the market with more flexibility.

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

Comment: The applicant has been afforded freedom of architectural design to provide an exemplary multifamily project. Buildings have been designed with interesting and objectively attractive architectural features to promote a sense of place, and utilize materials and finishes that reinforce a sense of quality and permanence. Vinyl siding is not proposed, and the use of cementitious siding has been limited and provided in balance with the primary finish material which is stone veneer.

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

Comment: The subject property was placed in the M-X-T Zone by the Westphalia Sector Plan SMA approved after October 1, 2006. The DSP generally conforms to the standards intended to implement the development concept contained in the Sector Plan as discussed in Finding 8.

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

Comment: The site layout has been designed to have an outward orientation that fronts Westphalia Road. The proposed buildings are well-designed with high-quality materials and incorporate attractive amenities to serve the residents of the development. The project may serve as a catalyst for future community improvements and development within the Westphalia planning area.

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

Comment: The subject site is bordered to the west by an existing industrial use (recycling facility), to the south by a vacant industrial building that is approved for office/retail, and to the east by residential uses. The subject site incorporates bufferyards that will further create a transition from industrial uses to residential uses along Westphalia Road. The proposal is compatible with existing and the proposed development in the vicinity.

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

Comment: The subject proposal conforms to this requirement. If approved with conditions, the detailed site plan will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

Comment: Development of the multifamily units will not be staged.

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

Comment: The DSP provides safe-pedestrian connections throughout the site and to key area amenities located on-and off-site. The Westphalia Sector Plan SMA identifies the construction of an elementary school co-located with an existing neighborhood park across the street from the subject property. The applicant submitted a site-line analyses to the Department of Permitting, Inspections and Enforcement (DPIE) in an effort to provide a safe pedestrian connection to amenities located across Westphalia Road. The analyses are

currently being evaluated by DPIE to determine whether or not safe access across Westphalia Road from the subject site to the park is feasible. In addition, a private trail is proposed from the subject property that will connect to sidewalks on the Smith Home Farm property that will ultimately connect to the 150-acre central park for the Westphalia development.

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

Comment: The DSP has been evaluated with regard to the above design considerations. See discussion in Finding 7(d)(5) below.

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

Comment: This is not applicable to the proposed development as Preliminary Plan 4-11012 was approved on June 5, 2014.

- c. The DSP is consistent with Section 27-548, Regulations, as follows:
Section 27-548(a) states the following regarding the FAR in the 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 - 8.00 FAR.**

Comment: The proposed floor area ratio (FAR) is provided on the site plan. The subject application uses the optional method of development contained in Section 27-545. A bonus of 1.0 FAR is permitted because residential development is proposed. The overall FAR for the site is .20, which is much less than the maximum FAR of 1.4 that is allowed. The allowable FAR of 1.4 should be indicated on the DSP. Developments in the M-X-T Zone are required to have vehicular access to a public street in accordance with Section 27-548(g) noted below.

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

Comment: The subject site fronts on Westphalia Road, 80-foot-wide collector road.

- d. If approved with conditions, the DSP will be in conformance with the applicable detailed site plan Site Design Guidelines contained in Section 27-274 as follows:
- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. The subject DSP is in general conformance with this requirement. In instances where surface parking lots are adjacent to Westphalia Road, they will sufficiently screened by a combination of topography and landscaping.
 - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive. Loading areas are not required or indicated on the DSP, as all 13 buildings contain less than 100 units.
 - (3) In accordance with Section 27-274(a)(6)(i), Site and streetscape amenities, the coordination of the design of light fixtures, benches, trash receptacles, bike racks and other street furniture are required. These are generally shown on the plans and details have been provided. The location of the bike racks should be shown on the plans. In addition, a note on sheet L7-1 should indicate full cut-off light fixtures are proposed.
 - (4) Public spaces are provided to enhance the multifamily development, in accordance with Section 27-274(a)(9), Public spaces. Sitting areas and specialty landscape features are integrated into a well-designed pedestrian system. A mix of public spaces includes a community building with pool, seating areas, dog run, lighting, specialty landscaping, and specialty paving materials.
 - (5) Passive and active on-site recreational facilities are provided for the future residents of the multifamily development which is estimated at approximately 876 residents. The focal point of the community is a 5,915-square-foot clubhouse and pool. The clubhouse includes men and women's changing rooms and lavatories, an exercise room, media room, lounge, billiard table, and a powder room. Approximately thirty percent of the clubhouse is comprised of a leasing area, manager office, conference room, storage area and a 1,114-square-foot model unit (Unit C). Adjacent outdoor recreation facilities include sitting areas and an outdoor kitchen with grills. More active recreational uses should be provided for the future residents of this community, including indoor and outdoor facilities for children. Staff recommends the applicant provide an outdoor pre-teen play area and tot-lot (or combination of the two) and additional interior facilities in the club house, in lieu of the area shown as Unit C. This area should, at a minimum, be provided for use by the residents as a multipurpose room.
- e. The number of parking spaces required in the M-X-T Zone is to be calculated by the applicant in accordance with Section 27-574 of the Zoning Ordinance and submitted for Planning Board approval at the time of detailed site plan. Instead, the applicant is requesting a Departure from Parking and Loading Standards from Section 27-568 to reduce the number of required parking spaces by 159 from 740 to 581 spaces.

In addition, the applicant is requesting a DDS from Section 27-551(e)(1) to allow 125 tandem spaces adjacent to provided garages. The departures are discussed in detail in Findings 9 and 10 below.

- f. The applicant is proposing a landscaped gateway entrance sign 11 feet high and 12 feet wide. The lettered area is approximately 36 square feet with a trellis and window details above the sign area which in turn rests atop a stone veneer base almost five feet high. The stone base includes a paneled area for leasing information. According to Section 27-614(e), Mixed-Use Zones, the DSP sets the standard for the design of the sign. However, residential gateway signs for typical subdivisions are generally limited to six feet in height with a 12-square-foot maximum lettered area. Because the proposed multifamily buildings are only three to four stories, and because the sign will be located along a historic scenic road, the sign as proposed appears excessive. Staff recommends the applicant reduce the overall sign size to six feet high by seven feet wide to provide a more appropriate scale for the development and its location along a scenic road. The general design and materials proposed should be retained.
8. **2007 Approved Westphalia Sector Plan and Sectional Map Amendment:** The subject site is located within the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan SMA).

This site was rezoned as part of the Sector Plan from the I-1 to the M-X-T, and was envisioned to include residential and industrial uses. The *2007 Approved Westphalia Sector Plan and Sectional Map Amendment* provided the following policies and strategies for the development of Residential Areas.

Policy 5—Residential Areas

- **Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design:**
 - **Feature the same quality design and treatments on the exposed façades as on the front façade of highly visible residences on corner lots and elsewhere.**
 - **Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.**

Comment: The subject application shows a site layout for a medium-density residential neighborhood. Thirteen three- and three and one-half story multifamily buildings are provided with garages integrated into the ground level of each building. Three building templates are proposed: one 13-unit building, six 22-unit buildings, and six 26-unit buildings. The DSP presents a uniform building style and architecture. Flat façades are avoided by using balconies and other projecting elements.

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

Comment: The subject proposal is designed to effectively connect to existing communities and area amenities through the public sidewalk, master plan trail and pedestrian network. Staff finds the proposal provides an appropriate transition between industrial and residential land uses. The application does indicate that a retaining wall is proposed along a portion of the eastern boundary adjacent to Smith Home Farms; however, no gates are proposed that would preclude or inhibit access to surrounding properties and uses.

- **Design an efficient, safe, and interconnected residential street system:**
 - **Design or retrofit street systems to link individual subdivisions/projects to each other and the community.**
 - **Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools.**
 - **Clarify neighborhood roadway intersections through the use of special paving and landscaping.**

Comment: The DSP provides an efficient, safe, and interconnected street system. A proposed eight-foot-wide trail with connection to the Smith Home Farm property and ultimately the Town Center park is proposed.

9. **Departure from Parking and Loading Standards DPLS-418:** Section 27-568 of the Zoning Ordinance stipulates the minimum number of required off-street parking spaces for the multifamily development. According to Section 27-568 of the Zoning Ordinance, Off-Street Parking and Loading, the proposed units generate the following parking requirements:

Type	# of Units	Spaces per Unit	Parking Spaces
One-bedroom units	75	2.0 spaces per unit	150 spaces
Two-bedroom units	176	2.5 spaces per unit	440 spaces
Three-bedroom units	50	3.0 spaces per unit	150 spaces
TOTAL			740 spaces

The application indicates a deficit of 159 parking spaces. The provisions of Section 27-588(b)(7) require that the Planning Board make the following findings in order to approve the DPLS application:

(7) Required findings.

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Comment: The purposes of Section 27-550 are as follows:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**

Applicant's Justification: Since the proposed development of luxury apartment units typically attracts younger single professionals or young married couples the need for the recommended number of 740 spaces is not critical. In general, it is unlikely that every unit would require two parking spaces. Retirees or temporarily assigned military personnel would also create a lower demand for parking. Anticipating the various types of users and their requirements, the proposed 581 parking spaces can satisfy the actual parking demand. According to a parking analysis performed by The Traffic Group on July 22, 2014 for the applicant, the total number of proposed parking spaces is sufficient for this development. The consultant determined that during studies performed in 2013 and 2014, for similar projects in Prince George's and Howard counties, that the average peak occupancy is 1.25 parking spaces per unit. A rate of 1.3 parking spaces per unit is recommended for this development. That would result in 392 spaces -well below the requirement of 740 spaces and the 581 parking spaces proposed at a rate of 1.93 spaces per unit.

- (2) **To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

Applicant's Justification: The site fronts on Westphalia Road and does not adjoin to any other public street. Parking is currently not permitted on Westphalia Road. Public streets would not be used or available for parking.

- (3) **To protect the residential character of residential areas; and**

Applicant's Justification: The site is directly adjacent to light industrial uses except on the east side of the site where it is bounded by R-M zoned land designated for the future Smith Home Farms development. Thus the character of the adjacent residential area would not be affected by the departure.

- (4) **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Applicant's Justification: In general, the provided garage and surface parking spaces are convenient and support the proposed use. The proposed parking has been distributed almost evenly by having parking available in the front and sides of each building and also in garages within the building. The parking areas for each building averages 40–45 spaces and are in proximity to each building.

Comment: Staff concurs with the provided justification that the purposes of this Subtitle are equally well served by the applicant's proposal.

- (ii) **The departure is the minimum necessary, given the specific circumstances of the request;**

Applicant's Justification: The proposed site development encompasses nearly 90% of the property leaving no practical areas to expand the impervious area to create new parking spaces. There are existing environmental constraints caused by the wetlands to the west and some steep slopes to the north and west of the site that limit the development area. Retaining walls are already being utilized in to support proposed surface parking in conjunction with garage spaces. Additional parking would necessitate greater impervious surface which would require additional land to treat the runoff in bio-swales or other ESD devices. A balance of impervious verses additional land has been reached. If additional land was available, the additional impervious areas due to parking would tip the balance and begin to create a situation where the project is no longer economically viable.

Comment: The departure is not the minimum necessary. The parking regulations require 740 parking spaces for 301 dwelling units based on the number of bedroom percentages. The site plan indicates 581 spaces are provided, including 125 tandem spaces. The provision of additional compact spaces would yield more parking, necessitating a lesser departure.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;

Applicant's Justification: Westphalia Road has been realigned, widened, and improved several times over the years without much regard for the adjacent properties and how it would affect them. The existing topography is a result of the road improvements. The last improvements allowed for a high point in the road which translated into a steeper decline into the site after the proposed grade was determined. This created a situation where potentially usable land became encumbered by steep slopes and retaining walls, limiting the amount of available land for parking.

Comment: The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

Applicant's Justification: The use of compact spaces comprises 11% of the surface parking spaces. Although up to 33% compact spaces are permitted, they tend to be too small for some of today's vehicles. Too many compact spaces could result in adjacent spaces not being used efficiently as a result of vehicles straddling spaces. A Departure from Design Standards is requested to allow the area in front of each garage space to be counted as a tandem parking space. All methods for calculating the number of spaces have been used.

Comment: The applicant has applied the correct method for calculating the number of spaces required. However, the applicant is not proposing to maximize

the number of compact spaces for the development, citing maneuverability of vehicles. Staff does not agree and the applicant should provide the maximum number of compact spaces allowed by Section 27-559 of the Zoning Ordinance for non-tandem and non-garage spaces.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

Applicant's Justification: With the adjacent uses of light industrial to the west, Westphalia Road to the north, vacant Industrial (I-1) land to the south, and vacant R-M-zoned land to the east, there will not be an infringement on adjacent residential areas.

Comment: The parking and loading needs of residential areas will not be infringed upon.

- (B) **In making its findings, the Planning Board shall give consideration to the following:**

- (i) **The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

Applicant's Justification: The adjacent use to the west is a recycling center which has plenty of impervious surface but no defined parking lot or spaces. The warehouse operation to the west has approximately 200-250 parking spaces to accommodate that use. To the south and east there is no current development, just vacant wooded land. To the north, across Westphalia Road, are single family dwellings with driveways and a small neighborhood park with 35 parking spaces.

Comment: The applicant asserts that an appropriate number of off-street parking spaces have been proposed and there will be no need to use off-site parking.

- (ii) **The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

Applicant's Justification: The current proposal implements recommendations of the Sector Plan; approval of the departure would not impair the Sector Plan.

Comment: The application conforms to the land use recommendations of the Westphalia Sector Plan SMA which includes a residential use at this location. Approval of the departure will not adversely impact the land use recommendations of the area master plan.

- (iii) **The recommendations of a municipality (within which the property lies) regarding the departure; and**

Comment: The application does not lie within a municipality.

- (iv) **Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

Comment: Staff is not aware of any public parking facilities proposed in the Prince George's County Capital Improvement Program (CIP) within the general vicinity of the property.

- (C) **In making its findings, the Planning Board may give consideration to the following:**

- (i) **Public transportation available in the area;**

Comment: There is no public transportation currently available in the area.

- (ii) **Any alternative design solutions to off-street facilities which might yield additional spaces;**

Applicant's Justification: No desirable alternative design solution was found. An alternative design solution would be to construct a parking structure, which would not be economically feasible for 159 additional parking spaces, particularly when demand does not necessitate the additional parking spaces.

Comment: One potential design solution would be to construct a parking garage to satisfy the parking requirement on-site; however, parking garages are costly and the provision of a garage is outside of the scope of improvements proposed by this applicant at this time. Moreover, such a design solution would detract from the residential character of the neighborhood. Staff does not find a parking garage is necessary as adequate parking will exist to serve the proposed use. However, maximizing the number of compact spaces in the shared parking compound will result in additional parking spaces provided. This option should be utilized to ensure adequate parking for residents and their guests.

- (iii) **The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

Applicant's Justification: The existing uses to the north are residential and a community park; to the east is vacant residential land; to the west is an existing warehouse and recycling center with general hours of operation between 8AM and 6 PM; and, to south is a vacant industrial/utility use.

Comment: The M-NCPPC-owned community park to the north has approximately 30 spaces; however, they would not be available for public parking after daylight hours.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

Comment: The finding is not applicable because the site is in the M-X-T Zone; nonetheless, the applicant is providing handicap parking (27 van-accessible spaces) well in excess of what is required by Subtitle 4 (15 spaces).

The criteria for approving a DPLS have been met. Staff does not find that granting this departure is inconsistent with the purposes of the Zoning Ordinance. The applicant's justification provides sufficient evidence in support of the departure- the property is efficiently utilized and no additional parking on the site appears possible. The site does not abut any existing residential uses, and there is little if any potential for residents to park across Westphalia Road at the community park. Thus, there appears to be little potential for the departure to have a negative impact upon residents of the area. However, the departure should be reduced commensurate with the additional amount of parking spaces than can be provided by the provision of additional compact spaces.

10. **Departure from Design Standards DDS-629:** The applicant is requesting a departure from Section 27-551(e)(1) to allow 125 parking spaces to be located one behind the other (tandem) for all 125 garage spaces provided for the multifamily buildings.

(A) Section 27-239.01 of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal.

(a) The purposes of this Part are:

(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

Applicant's Justification: According to a parking analysis performed by The Traffic Group on July 22, 2014 for the applicant, the total number of proposed parking spaces is sufficient for this development. The consultant determined that a rate of 1.3 parking spaces per unit is recommended for this development, based on similar projects in Prince George's and Howard Counties. That would result in a total of 392 spaces -well below the requirement of 740 spaces and the 581 parking spaces proposed at a rate of 1.93 spaces per unit.

(2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;

Applicant's Justification: The site fronts on Westphalia Road and does not adjoin to any other public street. Parking is currently not permitted on Westphalia Road. Public streets would not be used or available for parking.

(3) To protect the residential character of residential areas; and

Applicant's Justification: The site is directly adjacent to light industrial uses except on the east side of the site where it is bounded by R-M zoned land designated for the future Smith Home Farms development. Thus the character of the adjacent residential area would not be affected by the departure.

(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District

Applicant's Justification: In general, the provided garage and surface parking spaces are convenient and support the proposed use. The proposed parking has been distributed almost evenly by having parking available in the front and sides of each building and also in garages within the building. The parking areas for each building averages 40-45 spaces and are in proximity to each building.

Comment: Staff concurs with the provided justification that the purposes of this Subtitle are equally well served by the applicant's proposal.

(ii) The departure is the minimum necessary, given the specific circumstances of the request.

Applicant's Justification: The situation of a parking space behind another parking space occurs whenever an attached garage is provided with a one-family dwelling. In the current situation, the user of the garage has control over access to the garage, thus allowing the user to maneuver vehicles coming or going. By granting a departure for tandem spaces, the same situation will be created that exists, and is currently permitted, with one-family dwellings. As there are 125 garage units proposed, the departure for 125 tandem spaces is the minimum necessary.

Comment: Staff concurs that the departure is the minimum necessary given the specific circumstances of the request.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

Applicant's Justification: Westphalia Road has been realigned, widened, and improved several times over the years without much regard for the adjacent properties and how it would affect them. The existing topography is a result of the road improvements. The last improvements allowed for a high point in the road which translated into a steeper decline into the site after the proposed grade was determined. This created a situation where potentially usable land became encumbered by steep slopes and retaining walls, limiting the amount of available land for parking.

Comment: Staff concurs that the departure is necessary to alleviate circumstances unique to the site.

(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

Applicant's Justification: The inclusion of the spaces behind the garages will not negatively affect the visual quality of the site or surrounding neighborhood. The spaces are typically 10 feet wide by 20 feet deep. Their appearance will be comparable to a typical driveway/garage situation, and the spaces will function the same. Also, by allowing these spaces to count towards the parking requirement, it further reduces the impact that additional impervious surface will have on the environment and the surrounding neighborhood. By allowing a parking space located directly outside of each garage count towards the required parking will not impact the function, visual aesthetics, environmental quality, or integrity of the surrounding neighborhoods.

Comment: Staff concurs that the departure will not impair the visual, functional or environmental quality of the site or surrounding neighborhood.

11. **Conceptual Site Plan CSP-11003:** Conceptual Site Plan CSP-11003 for 325 multifamily units, 175,200 square feet of industrial uses, and 68,221 square feet of commercial uses was approved and the resolution adopted by the Planning Board on November 14, 2013 (PGCPB Resolution No. 13-122). The resolution contains 14 conditions of approval. The following conditions in **bold text** are relevant to the DSP:

3. **Prior to the signature of the Type 2 Tree Conservation Plan for this site, the liber and folio of the recorded woodland and wildlife habitat conservation easement shall be added to the standard Type 2 Tree Conservation Plan 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.”

Comment: The above condition is carried forward in the Recommendation section of this report.

6. **At the time of detailed site plan, the following issues shall be addressed, or information shall be provided:**

- a. **The multifamily development shall demonstrate adequate screening of all surface parking lots that are adjacent to Westphalia Road.**

Comment: Landscaping should be revised to include a hedge planting along the parking compounds located along Westphalia Road in addition to the requirements of the 2010 *Prince George’s County Landscape Manual*.

- b. **The multifamily development shall include public spaces for the benefit of future residents that include sitting areas and objectively attractive site and landscape features. These public spaces shall incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system. An objectively attractive mix of public spaces that include focal points, seating areas, specialty landscaping, and specialty paving materials shall be provided.**

Comment: The DSP provides public spaces for the future residents of the development including two sitting areas, but additional private recreation facilities should be provided for children where families can congregate and socialize. Landscaping is provided throughout the development. The applicant is proposing high-quality design details and a comprehensive pedestrian network. Public spaces, such as the pool and clubhouse/recreation facility, will include decorative paving.

c. Adequate visitor parking spaces to serve the proposed multifamily development shall be provided.

Comment: The applicant is requesting a Departure from Parking and Loading requirements resulting in a total of 581 parking spaces for 301 units. The applicant is further requesting a Departure from Design Standards to allow 125 tandem spaces to abut the provided garages. If additional compact parking spaces are proposed as recommended, adequate parking for visitors will be provided.

d. The applicant shall propose and provide a written description of the proposed green development techniques for evaluation by staff and the Planning Board.

Comment: The applicant has submitted a description of the green development techniques that include energy efficient windows and roof and wall insulation, framing techniques to improve insulation, use of low or no volatile organic compound (VOC) paints and finishes, energy efficient lighting and appliances, a construction waste management program, native plantings, and reduced impervious area.

e. The final landscape treatments for the frontage of Westphalia Road shall be determined. The landscape treatment shall provide an equivalent or better streetscape appearance than would be achieved under the strict application of Section 4.6, Buffering Development from Special Roadways.

Comment: The applicant has provided plantings that exceed the requirements of Section 4.6-2, Buffering Developments from Special Roadways in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional discussion of the Landscape Manual requirements is presented in Finding 13.

f. The applicant shall allocate appropriate and developable areas for the private recreational facilities.

Comment: The applicant is providing areas for private recreational facilities as described more fully in Finding 6.

g. The applicant shall demonstrate to the Planning Board in writing that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means and that such instrument is legally binding upon the subdivider and his heirs, successors, and assigns.

Comment: The private on-site recreational facilities will be the subject of a recreational facilities agreement (RFA) that ensures the proper development of proposed recreational facilities for the community.

- h. Access to existing or future bus routes shall be evaluated at time of detailed site plan, and facilities for a bus stop shall be shown if deemed appropriate by the Department of Public Works and Transportation (DPW&T).**

Comment: No bus routes exist or are planned in the vicinity of the subject property.

- i. The multifamily development shall utilize an appropriate balance of finish materials such as brick, stone, and cementitious siding. The cumulative area of all of the building elevations of all of the multifamily buildings should be no less than 40 percent brick or stone. A chart indicating the composition of the building materials shall be provided with the architectural elevations.**

Comment: The primary finish material proposed by the applicant is stone, balanced with cementitious siding and flat panels. A condition is included requiring the applicant to provide an analysis indicating the percentage of stone on the architectural elevations.

- j. A variety in building styles and architecture shall be demonstrated. Flat façades shall be avoided by using bays, balconies, and other projecting elements.**

Comment: The proposed architecture avoids flat facades by the use of off-sets and balconies.

- 7. The applicant shall submit three (3) original executed private Recreational Facilities Agreements (RFA) for the private recreational facilities on-site to the M-NCPPC Development Review Division for their approval three weeks prior to a submission of a final plat. Upon approval by the DRD, the RFA shall be recorded among the land records of Prince George's County, Maryland.**
- 8. The applicant shall submit to the M-NCPPC Development Review Division a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by the DRD, within at least two weeks prior to applying for building permits. The developer, his successor and/or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.**

Comment: Conditions 7 and 8 remain in effect and will be addressed at the time of final plat.

- 9. Prior to the issuance of any building permits within the subject property the evidence of the following certifications shall be provided:**
 - a. The interior noise level of new residential construction shall be certified to be 45 dBA Ldn or less by an Acoustical Engineer or qualified professional of competent expertise.**

- b. A registered Engineer or qualified professional of competent expertise shall certify that structures do not exceed the Imaginary Surfaces established in CB-3-2012.

Comment: The above condition remains in effect and will be addressed at time of building permit.

- 10. Total development within the subject property shall be limited to uses which generate no more than 279 (129 in; 150 out) AM peak hour trips and 303 (142 in; 161 out) PM peak hour trips. Any development generating an impact greater than that identified herein above shall require a revision to the Conceptual Site Plan with a new determination of the adequacy of transportation facilities.

Comment: The above condition was ultimately superseded by Conditions 17 and 18 of the Preliminary Plan of Subdivision. See Finding 12 for further discussion.

- 11. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances; (b) have been permitted for construction through the operating agency's access permit process; and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. Westphalia Road @ D'Arcy Road Intersection

Conduct a signal warrant study and install signal, pursuant to DPW&T specifications if signal is deemed warranted and approved by DPW&T.

- b. Westphalia Road @ West site access intersection

Conduct a signal warrant study and install signal, pursuant to DPW&T specifications if signal is deemed warranted and approved by DPW&T.

- c. Westphalia Road @ East site access Intersection

Conduct a signal warrant study and install signal, pursuant to DPW&T specifications if signal is deemed warranted and approved by DPW&T.

Comment: The above condition remains in effect and will be addressed at time of building permit.

- 12. a. The applicant shall make a monetary contribution to the "park club", which is to be established and administered by the M-NCPPC Department of Parks and Recreation. The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars. Monetary contributions may be used for construction, operation and maintenance of the recreational facilities in the central park and/or the other public parks that will serve the Westphalia Study Area. The park club shall be established and administered by the DPR.
- b. Prior to the first final plat of subdivision, the applicant shall enter into an agreement with the Department of Parks and Recreation establishing a

mechanism for payment of fees into an account administered by the M-NCPPC. If not previously determined, the agreement shall also establish a schedule of payments and/or a schedule for park construction. The payment shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded among the Prince George's County Land Records by the applicant prior to final plat approval.

Comment: The above conditions remain in effect.

- 13. The applicant, his successors, and/or assigns, shall provide on-site private, recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.**

Comment: Staff is recommending additional recreational facilities on the site, both indoor (multi-purpose room) and outdoor (tot-lot and pre-teen play areas). These facilities should be in accordance with the *Parks and Recreational Facilities Guidelines*. Once the final package of the recreational facilities is determined, staff recommends that the plans be evaluated prior to signature approval for conformance.

- 14. A comprehensive and safe pedestrian network shall be provided. A pedestrian and bikeway facilities plan shall be provided with the preliminary plan or detailed site plan, as appropriate, that demonstrates how these pedestrian connections can be provided for the entire area of the CSP, and provide a timeline for the implementation of those connections. The following items shall be addressed in the pedestrian and bikeway facilities plan:**

- (a) Pedestrian connectivity to recreation facilities and amenities on the subject site and adjacent sites.**
- (b) Additional consideration shall be paid to providing safe pedestrian route across Westphalia Road.**
- (c) Linkage of private recreational facilities to trails via a ten-foot-wide asphalt master planned trail along the Cabin Branch and eight-foot-wide trail connectors to the neighborhoods.**
- (d) Pedestrian connectivity from the existing industrial building to Westphalia Road and the proposed multifamily development.**
- (e) Connections to transit facilities including but not limited to bus stops.**

The items evaluated within the connectivity plan are subject to modification by staff for final review by the Planning Board.

Comment: Condition 14 requires the submission of the pedestrian and bikeway facilities plan at the time of preliminary plan or DSP. This exhibit was submitted at the time of Preliminary Plan and reflected the following facilities: (1) the proposed sidewalk network on the site; (2) the master plan sidepath along Westphalia Road; (3) the future master plan sidepath along MC-634; (4) potential pedestrian crossings of Westphalia Road; and, (5) future connections to the adjacent Smith Home Farms property. Staff recommends that this exhibit be updated to reflect the more detailed information (sidewalk and trail locations) included in the DSP.

It should be noted that the master plan trail along Cabin Branch ends to the east of the subject site, per prior approvals for the Smith Home Farms development. Access to this stream valley trail will be provided to the site via the pedestrian connection to Smith Home Farms, as well as the master plan trail along Westphalia Road. The trail connection required from the site to Deer Stream Drive will ensure that the future residents of the subject site have access to the area's trail network and the facilities at the Central Park.

With regard to bus service, the subject case was discussed at the April 14, 2015 DPW&T/DPIE/M-NCPPC coordination meeting. There is currently no bus service along Westphalia Road in the vicinity of the subject site.

12. **Preliminary Plan of Subdivision 4-11012:** The site is the subject of the approved Preliminary Plan of Subdivision 4-11012 and the resolution was adopted by the Planning Board on June 26, 2014 (PGCPB Resolution No. 14-52). The preliminary plan is valid until June 26, 2016. The resolution of approval (PGCPB Resolution No. 14-52) contains 23 conditions. The following conditions in **bold text** relate to the review of this application:

5. **At the time of final plat, a conservation easement (Parcel 2) shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:**

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed. Future impacts within the conservation easements may be approved pursuant to a new preliminary plan of subdivision or detailed site plan under applicable regulations.”

Comment: The conservation easement will be reviewed at time of the final plat.

6. **The Detail Site Plan and Type 2 tree conservation plan for Parcels 1 and 2 shall be designed to accommodate the appropriate landscape and signage treatments for the frontage of historic Westphalia Road in accordance with the 2010 *Prince George's County Landscape Manual*.**

Comment: Landscaping has been provided in accordance with Section 4.6, Buffering from Special Roadways of the Landscape Manual. A minor encroachment into the landscape area is proposed for a drive aisle, but this will have minimal impact.

7. **Westphalia Road improvements shall be carried out in accordance with the 1994 *Prince George's County Design Guidelines and Standards for Scenic and Historic Roads*, unless modified by the Department of Permitting, Inspections and Enforcement (DPIE).**

Comment: This condition will be enforced by DPIE.

8. **Development of this site shall be in conformance with Stormwater Management Concept Plan 15908-2011-00 and any subsequent revisions.**

Comment: The site had an approved stormwater management (SWM) concept approval, but that approval expired on December 12, 2014. The applicant is in the process of obtaining approval of a new SWM concept plan. The recommendation of detailed site plan approval with conditions is contingent upon the applicant providing evidence of the approval prior to the Planning hearing.

- 9. Prior to approval of the Detailed Site Plan, the private on-site recreational facilities for Parcel 1 shall be reviewed for adequacy and proper siting. An appropriate mix of recreational facilities shall be specified at that time and triggers for their construction determined.**

Comment: The DSP has been reviewed for private recreational facilities. As stated in the discussion relating to the fulfillment of Section 27-274, Site Design Guidelines, of the Zoning Ordinance, staff recommends that additional recreational facilities be provided to serve a range of age groups. A condition that addresses timing is included in the Recommendation section of this report.

- 10. Prior to approval of the final plat(s), the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed recreational facilities agreements (RFA) to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department, Development Review Division (DRD), for the construction of private recreational facilities on-site. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the liber/folio indicated on the record plat.**
- 11. Prior to a recommendation for approval of building permits by The Maryland-National Capital Park and Planning Commission (M-NCPPC), the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by the Development Review Division for the construction of private on-site recreational facilities.**
- 12. Prior to the approval of the final plat for Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed agreements for participation in the "park club" to DPR for their review and approval, prior to the submission of the first final plat of subdivision (not infrastructure). Upon approval by DPR, the agreement shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland, and the liber folio reflected on the final plat.**

The agreement with the Department of Parks and Recreation (DPR) establishing a mechanism for payment of the applicant's fees into an account administered by M-NCPPC shall note that the value of the in-kind services shall be determined at the sole discretion of DPR. If not previously determined, the agreement shall establish a schedule of payments and/or a schedule for park construction. The total value of the payment shall be \$3,500 per dwelling unit in 2006 dollars. The monetary contributions may be used for the design, construction, operation and maintenance of the recreational facilities in the central park and/or the other parks that will serve the Westphalia study area. The specifics to accomplish this will be specified in the agreement.

Comment: Conditions 10–12 remain in full force and effect.

13. At the time of Detailed Site Plan for Parcel 1 and/or Parcel 2, the applicant and the applicant's heirs, successors, and/or assignees shall address the following:

- a. Evaluate the feasibility of providing an access point into the multifamily on Parcel 1 that is aligned with the entrance of Westphalia Neighborhood Park/School Site to the north of the site, if permitted by DPIE.**

Comment: The subject case was discussed at the April 14, 2015 DPW&T/DPIE/M-NCPPC coordination meeting. Due to sight-distance constraints and operational issues, it is not feasible to locate the proposed entrance so that it is aligned with Chester Grove Road located on the north side of Westphalia Road, to provide a standard four-legged intersection.

- b. Provide a trail connection from Parcel 1 through Parcel 2 to the terminus of Deer Stream Drive on the adjacent Smith Home Farms property consistent with the conceptual alignment reflected on the Pedestrian and Bikeway Facilities Plan. The nature and design of this connection shall be determined at the time of detailed site plan.**

Comment: The plans have been revised to show the required trail connection. However, it should be noted that this trail is not a public master plan trail, but a private trail, intended as an internal pedestrian connection serving the future residents of the subject site to connect them with future trails in the Westphalia Town Center and the future Central Park. Given that the trail will be on privately-owned open space, and not public parkland, it is recommended that the northern end of the trail be terminated internal to the subject site, rather than at Westphalia Road, as currently proposed. The trail should be designed as a private internal connection serving the subject site and not as public trail access through the site. Proposed recommendations are included addressing the northern trailhead connection and possible trail-related amenities to be located in proximity to the trailhead. A suggested location for the trailhead and the northern limits of the trail are indicated on the attached plan sheet (Staff Exhibit A). Sheets 6 and 8 of the DSP should be revised to indicate the "Private Trail" and delete "Future Trail Connection."

- c. Evaluate the feasibility of a location and treatments for the pedestrian crossings of Westphalia Road in coordination with DPW&T/DPIE. Treatments may include high visibility crosswalks, lighting, warning signage, and hazard beacons. The exact location and design will be determined at the time of detailed site plan.**

Comment: The topic of a pedestrian crossing has been discussed with DPIE. The applicant was required to provide a site distance analysis along the site's frontage of Westphalia Road for review by DPIE. A response to the analysis was not provided at the time this report was written. An appropriate condition of approval will be included prior to the Planning Board hearing pending the comments and recommendations of DPIE.

- d. Unless the JLUS Interim Land Use Controls have expired, ensure that the structures do not exceed the Imaginary Surfaces established in County Council Bill CB-3-2012.**

Comment: The JLUS Interim Land Use Controls (ILUC) expired on June 30, 2015.

- 14. The applicant and the applicant's heirs, successors, and/or assignees shall construct the following frontage improvement listed in order of priority, unless modified by the Department of Public Works and Transportation (DPW&T):**
- a. Construct a sidepath and a bike lane, minimum, in conjunction with a "Bike Lane" sign (MUTCD R3-17) along the entire subject property frontage on Westphalia Road consistent with DPW&T STD 100.03.**
 - b. Provide the installation of the "SHARE THE ROAD" sign (MUTCD W16-1P combined with W11-1 sign assembly) along the property frontage.**

Comment: Designated bike lanes are recommended along the frontage of the subject site. The bike lanes should be striped and signed consistent with Condition 14(a). As the road will not be a "shared use roadway," the signage required in Condition 14(b) is not necessary.

- 15. Prior to the approval of the final plat for Parcel 2, the applicant, their heirs, successors, and assignees shall submit to M-NCPPC for approval a draft trail access easement, benefitting Parcel 1, which extends from Parcel 1 through Parcel 2 connecting to Deer Stream Drive to the east, as reflected on the Bike and Pedestrian Facilities Plan submitted with the approved PPS or subsequent DSP.**
- a. The final plat shall delineate the final alignment of the easement with bearings and distances.**
 - b. The easement document shall set forth the rights, responsibilities and liabilities of the parties and liber/folio of the easement, shall include the rights of M-NCPPC and will be reflected on the plat prior to recordation.**

Comment: This condition remains in full force and effect. The documentation and recordation of the easement for the trail connection will be provided at the time of final plat.

- 16. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**
- a. Grant a ten-foot-wide public utility easement (PUE) along the public right-of-way as delineated on the approved preliminary plan of subdivision.**
 - b. Dedicate public right-of-way of 40 feet from the centerline of Westphalia Road (approximately 28,314 square feet) along the property frontage, as shown on the approved preliminary plan of subdivision.**

Comment: A ten-foot-wide PUE along Westphalia Road and 40 feet of right-of-way dedication have been provided on the DSP.

- c. Unless the JLUS Interim Land Use Controls have expired, add a note that states the following:**

“This property lies within the JLUS Interim Land Use Controls area as established by Subtitle 27, Part 18 (CB-3-2012)”

Comment: The interim land use controls expired June 30, 2015.

- 17. The total development within Parcel 1 of the subject property shall be limited to uses which generate no more than 157 AM peak-hour trips, 181 PM peak-hour trips, and 1,957 daily trips in consideration of the approved trip rates. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.**

Comment: The trip cap established at the time of the Preliminary Plan of Subdivision has not been exceeded with this proposal.

- 18. The total development within Parcel 2 of the subject property shall be limited to uses which generate no more than 122 AM peak-hour trips, 122 PM peak-hour trips, and 682 daily trips in consideration of the approved trip rates. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.**

Comment: The uses are limited to Parcel 1; therefore, the condition does not apply to this application.

- 19. Prior to issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency’s access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:**

At the Westphalia Road/D’Arcy Road intersection, conduct a signal warrant study and install the signal pursuant to the Department of Public Works and Transportation (DPW&T) specifications if a signal is deemed warranted and approved by DPW&T.

- 20. Prior to approval of the final plat for Parcel 1, the applicant and the applicant’s heirs, successors, and/or assignees shall, pursuant to the provisions of County Council Resolution CR-66-2010 and the MD 4/Westphalia Road Public Facilities Financing and Implementation Program (PFFIP), provide a copy of the recorded Memorandum of Understanding (MOU) and reflect the liber/folio on final plat.**
- 21. Prior to issuance of each building permit for Parcel 1, the applicant and the applicant’s heirs, successors, and/or assignees shall, pursuant to the provisions of Council Resolution CR-66-2010 and the MD 4/Westphalia Road Public Facilities Financing and Implementation Program (PFFIP), pay to Prince George’s County (or its designee) a fee of \$4,991.15 per residential dwelling unit, pursuant to the Memorandum of Understanding (MOU) required by CR-66-2010. The MOU shall be recorded in the Prince George’s County Land Records. This unit cost will be adjusted based on an inflation cost index factor to be determined by the Department of Public Works and Transportation at the time of issuance of each permit.**

Comment: Conditions 19–21 are still in full force and effect.

13. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The following discussion is offered regarding the applicable provisions of the 2010 *Prince George's County Landscape Manual*.

- a. **Section 4.1—Residential Requirements**, requires that multifamily dwellings located in the Developing Tier include a minimum of one major shade tree per 1,600 square feet or fraction of green area provided.

Comment: The applicant has provided 45 shade trees in fulfillment of this requirement. However, one additional shade tree is required.

- b. **Section 4.3—Parking Lot Requirements**, specifies that any proposed parking lots larger than 7,000 square feet will be subject to Section 4.3, which requires planting islands throughout the parking lot to reduce the impervious area. When these planting islands are planted with shade trees, the heat island effect created by large expanses of pavement may be minimized.

Comment: The submitted landscape plan and schedule are in conformance with this requirement. It is noted that the schedule provided for 4.3-1, Parking Lot Perimeter Planting is not required and may be deleted.

- c. **Section 4.4—Screening Requirements**, requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets.

Comment: A trash compactor is located adjacent to the eastern property line. Details including the height, dimensions, and screening materials including the gate, should be provided. The screening materials should be the same as or complementary to the main building materials proposed.

- d. **Section 4.6(c)(2)**—Westphalia Road is a designated historic road; therefore, compliance with Section 4.6, Buffering Development from Special Roadways is required. In the Developing Tier, a minimum 20-foot-wide landscape buffer planted with 80 plant units per 100 linear feet of frontage, excluding driveways, is required.

Comment: The landscape plan shows a portion of a parking area encroaching into the required bufferyard. Alternative Compliance is required for the bufferyard width. The applicant has provided the required plantings.

- e. **Section 4.7**—The site is subject to Section 4.7, Buffering Incompatible Uses. A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transitions between moderately incompatible uses.

The applicant is requesting Alternative Compliance for the eastern bufferyard. At the time this report was written, the AC application (AC-15010) was still under review. It is anticipated that a revised plan will be recommended for approval prior to the Planning Board hearing scheduled for July 30, 2015.

- f. **Section 4.9**—The site is subject to Section 4.9 of the 2010 *Prince George's County Landscape Manual*, which requires that a percentage of the proposed plant materials be native plants. The applicant has provided a 4.9 schedule in accordance with the requirements of this section; however, the plant schedule should be revised indicate the native species proposed.

14. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO):** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-002-15) was submitted with the DSP application.

The Type 2 tree conservation plan (TCP2) as submitted, shows multifamily dwelling units along the northern portion of the site, in conformance with the approved TCP1. The preliminary plan created two parcels; one for the proposed multifamily use and the second for the remainder of the property containing the existing industrial building.

Because the current application is for the multifamily portion of the site and the associated infrastructure only, and the remainder of the site is to remain as it exists today, the TCP2 has been designed to reflect the limits of disturbance associated with the multifamily development envelope only, in conformance with the approved TCP1. The plans show the master planned right-of-way for road MC-634, which is shown on the TCP2 as woodland preserved but not counted as credits toward the woodland conservation requirement; in conformance with the approved TCP1.

The tree conservation plan (TCP2-002-15) has been reviewed and requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The Woodland Conservation Threshold (WCT) for this 68.94-acre property is 15 percent of the net tract area or 9.84 acres. The total woodland conservation requirement based on the amount of clearing shown on the plan is 13.51 acres. The woodland conservation requirement is proposed to be satisfied with on-site preservation. The worksheet shown on the plan must be updated to the current standard worksheet.

TCP applications are required to meet all of the requirements of Subtitle 25, Division 2 which includes the preservation of specimen trees, Section 25-122(b)(1)(G). Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance. A variance from Section 25-122(b)(1)(G) was granted with the Preliminary Plan for the removal of three (3) existing specimen trees. The required findings of Section 25-119(d) were adequately addressed for the removal of specimen trees with Preliminary Plan 4-11012. A variance from Section 25-122(b)(1)(G) was granted with Preliminary Plan 4-11012 for the removal of three existing specimen trees. The required findings of Section 25-119(d) were adequately addressed for the removal of specimen trees with Preliminary Plan.

Comment: Conditions to address technical deficiencies on the TCP2 are included in the Recommendation section of this report.

15. **Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), requires a minimum percentage of the site covered by tree canopy for any development projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. The gross tract area of Parcel 1 is 16.17 acres in size, resulting in a tree canopy coverage requirement

of 1.62 acres. The TCC requirement can be met in full through on-site woodland preservation and landscape plantings; however, the applicant will need to revise the TCC schedule and calculations to reflect tree canopy coverage for Parcel 1 only.

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

- a. **Community Planning Division**—In a memorandum dated June 24, 2015, the Community Planning Division provided comments on the submitted DSP which are summarized as follows:
- (1) This application is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) future land use category of Mixed-Use.
 - (2) This application is in conformance with the land use recommendations of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan SMA). The sector plan recommends development of a commercially-oriented neighborhood center and low-density residential mixed with industrial uses on the subject property. Parcel 1, the subject of this DSP is shown to be multifamily and Parcel 2 is shown to be commercial/retail, satisfying the development of a commercially-oriented neighborhood center at the Westphalia Road frontage.
 - (3) Pedestrian and bicycle safety is a concern for residents of this community accessing the existing park and future community center directly across Westphalia Road, and ultimately the planned elementary school north of the Community Center on Chester Grove Road. It is recommended that plans and construction details for adequate crosswalk infrastructure and signage be provided during the detailed site plan. In addition, due to the width of the right-of-way, it is further recommended that a pedestrian refuge be provided within the median to facilitate safe crossing.

Comment: The Department of Permitting, Inspections and Enforcement (DPIE) is evaluating the safety and feasibility of a pedestrian crossing at this location, and what requirements may necessary should the crossing be feasible.

- (4) The bicycle and trail recommendations in the Westphalia Sector Plan have been superseded by the recommendations in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The Transportation Plan calls for a shared-use side path and on-road bicycle facilities between Ritchie Marlboro Road and MC-634.

Comment: The Trails Coordinator has provided comments on bicycle and trail recommendations.

- (5) The applicant is proposing 581 parking spaces where 740 are required by the County Ordinance. The Community Planning Division is concerned that the applicant may be requesting too large of a parking reduction. A minimum of two spaces per unit should be provided to not only accommodate residents, but guests.

Comment: A departure from parking and loading standards to allow a reduction in the requirement amount of parking and a departure from design standards to allow tandem parking spaces are discussed in detail in Findings 9 and 10.

- b. **Subdivision Review Section**—In a memorandum dated July 13, 2015, the Subdivision Review Section provided an analysis of the DSP as follows:

The subject property comprises Parcel C – Penn-East Business Park, recorded in Plat Book VT 191-23 on December 25, 2000, in the County Land Records. The property is located on Tax Map 90 in Grid C-1, and is approximately 68.95 acres. The site is the subject of Preliminary Plan of Subdivision (PPS) 4-11012 for Cambridge Place at Westphalia. The Prince George’s County Planning Board adopted the resolution of approval (PGCPB Resolution No. 14-52) on June 26, 2014. This approval is valid for two years and ends on June 26, 2016. The preliminary plan has not been signature approved and should be prior to certificate approval of the DSP. A final plat for the subject property must be accepted by M-NCPPC before the PPS expires or a new PPS is required.

Detailed Site Plan DSP-14021 is in substantial conformance with the approved Preliminary Plan 4-11012, subject to conformance with the conditions of approval. Failure of the site plan and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time. Conditions have been included in the Recommendation section of this report to address required technical revisions.

- c. **Environmental Planning Section (EPS)**—In a memorandum dated July 13, 2015, EPS provided comments on the above-referenced detailed site plan and Type 2 Tree Conservation Plan TCP2-002-15 stamped as received on June 10, 2015. The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the project has a new preliminary plan (4-11012).

- (1) This 68.94-acre site in the M-X-T Zone is located on the south side of Westphalia Road approximately one-half mile east of its intersection with Pennsylvania Avenue (MD 4). The site fronts on Westphalia Road, a master planned collector along the sites frontage, and a small portion is designated as arterial west of the subject site. The arterial portion appears to be associated with the off-ramp from Pennsylvania Avenue (MD 4). A Master Planned right-of-way designated as a Major Collector, MC-634, runs through the site. No roadway designated as arterial or higher is located close enough to the property to warrant concern regarding traffic generated noise. The property is located within the Air Installation Compatible Use Zone (AICUZ) of the Joint Land Use Study (JLUS). Interior residential noise levels may require attenuation. Westphalia Road is a designated historic road in the vicinity of the subject site. According to mapping research and as documented on the approved NRI, streams, non-tidal wetlands, and floodplain are found to occur on the property. The on-site streams are the headwaters of the Cabin Branch, which is located within the Western Branch drainage basin of the Patuxent River watershed. Several areas of steep slopes occur on the property. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Beltsville-Urban land complex, Croom gravelly sandy loam, Croom-Urban land complex, Marr-Dodon complex, Potomac-Issue complex, Sassafra-Urban land complex, and Udorthents reclaimed clay and gravel pits. Marlboro and Christiana clays are not mapped on this property.

According to information obtained from the Maryland Department of Natural Resources Natural (DNR) Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property; however, DNR has documented that an area of Acidic Seepage Swamp is located on-site, which is a watch list habitat. The site is located in the Developing Tier of the 2002 *Prince George's County Approved General Plan*. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains no Regulated Areas, Evaluation Areas or Network Gaps.

- (2) An approved Natural Resources Inventory was submitted with the application, NRI-016-11, which was approved on November 4, 2011. There is Primary Management Area comprised of streams and wetlands, associated buffers, 100-year floodplain and adjacent steep slopes. The site also contains an isolated wetland along the northern property line, adjacent to Westphalia Road. The floodplain information shown on the plans is from the Floodplain Study dated February 2011. According to information obtained from the Maryland Department of Natural Resources Natural (DNR) Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property; however, DNR has documented that an area of Acidic Seepage Swamp is located on-site, which is a watch list habitat. The Forest Stand Delineation indicates the presence of two forest stands totaling 45.95 acres and 33 specimen trees. Stand 1 is a mid-successional mixed hardwood forest and Stand 2 is a pine stand. No revisions are required for conformance to the NRI.

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)." A statement of justification was submitted and reviewed as part of the Preliminary Plan 4-11012. No new impacts are being proposed with the current application.

- (3) The County requires the approval of an Erosion and Sediment Control Plan. The Tree Conservation Plan must reflect the ultimate limits of disturbance not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure including Erosion and Sediment Control measures. A copy of the Erosion and Sediment Control Technical Plan should be submitted prior to issuance of a grading permit so that the ultimate limits of disturbance for the project can be verified and shown on the TCP.

Comment: A condition to address the submittal of a Final Erosion and Sediment Control Technical Plan is included in the Recommendation section of this report.

- d. **Transportation Planning Section**—In a memorandum dated July 2, 2015, the Transportation Planning Section provided comments on the detailed site plan and departure applications summarized as follows:

Site and Circulation

In reviewing the travel aisles and general on-site circulation, staff finds that adequate circulation of vehicular traffic can be adequately accommodated based on the proposed site layout. In addition, sight distances from the site entrance were well within required limits.

Departure from Parking and Loading Standards (DPLS-418)

Based on information provided in the applicant's Statement of Justification, there are 581 parking spaces being proposed for the subject development. Given the proposed mix of bedroom types, a total of 740 spaces are required. The applicant is requesting a DPLS for 159 spaces.

The following factors were evaluated in an effort to determine potential impacts as a result of the 159-space deficiency:

- Proximity to residential neighborhoods
- Alternative locations for overflow parking
- Parking rates

The distance from the entrance of this development to the closest residential neighborhood (Chester Grove apartments) is approximately 600 feet, which is generally farther than most drivers want to park from their unit, let alone the entrance to the development. Therefore, the departure should have no impact on adjacent residential areas.

Subtitle 27 requires 740 spaces based on the mix of 1, 2 and 3-bedroom units being proposed. The 740-space requirement corresponds to an average rate of 2.45 spaces per dwelling unit. The applicant submitted a summary of a parking survey conducted in 2013–2014 within the jurisdictions of Howard and Prince George's County. The survey was based on an evaluation of eight apartment complex in Howard County and three in Prince George's County. The survey concluded that these 11 facilities had an average parking rate of 1.25 spaces per dwelling unit. Due to the fact that the apartments used in the survey were not similar in size, nor is it clear what the utilization rate was for any of those facilities, staff is reluctant to draw any meaningful conclusions from the survey. Staff further recognizes that there are significant variations in parking rates based on household types and due to dynamics such as family size and transportation mode choices.

Department from Design Standards (DDS-629) Review Comments

This departure from design standards is to allow a parking space that is located directly behind a garage of a dwelling unit (tandem) to count towards the required number of spaces. The applicant's justification states that the user of the garage has control regarding the use of the parking space in question; consequently there would be no conflict between multiple drivers of different addresses.

Conclusion

The Transportation Planning Section concludes that the proposed site plan is deemed acceptable as required by Section 27-285 of the Prince George's County Code, if it is approved.

- e. **Historic Preservation Section**—In a memorandum dated February 9, 2015, the Historic Preservation Section found that the subject application will have no effect on identified Historic Sites, Resources, or Districts.
- f. **Trails**—In a memorandum dated July 9, 2015 the Trails Coordinator provided the following summarized comments:

Master Plan Compliance

Both the 2009 *Approved Master Plan of Transportation* (MPOT) and area master plan identify two master plan trails issues in the vicinity of the subject property. Sidepaths are recommended along both Westphalia Road and MC-634:

Westphalia Road (C-626) Shared-Use Side path: A shared-use side path should be provided as part of the planned improvements to Westphalia Road if practical and feasible. On-road bicycle facilities may also be appropriate (MPOT, page 36).

The Transportation Planning Section is recommending the provision of an eight-foot-wide sidepath or wide sidewalk along the frontage of the subject site, unless modified by DPW&T. However, it should be noted that Westphalia Road is a designated scenic and historic road in the vicinity of the subject site, and this may ultimately impact the cross section that DPW&T decides to utilize for the road. If an open section, scenic and historic road standard is used for the frontage improvements, bicycles may be accommodated with a six-foot-wide paved shoulder.

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

This trail will be provided at the time of road construction. However, no road construction of this major collector is necessary or warranted for the Phase 1 development currently under consideration, and the road improvements will either be completed through future development phases or the capital improvement program.

- g. **Permits**—In a memorandum dated March 10, 2015 the Permit section provided comments on parking spaces, the provision of architectural templates, and signage that have either been addressed in revised plans or by conditions.
- h. **Department of Parks and Recreation (DPR)**—On February 25, 2015, DPR provided a “no comment” response to the referral request. DPR previously provided detailed comments on the previously approved CSP and PPS applications.
- i. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated July 15, 2015 DPIE provided detailed comments on the coordination of right-of-way reservation, dedication and/or construction of the roadway with the appropriate agencies for MC-634; the timing of the pedestrian crossing technical review; emergency vehicle maneuverability; and, stormwater management in addition to standard comments on issues such as sidewalks, soils and utilities to ensure compliance with DPIE requirements.
- j. **Prince George’s County Health Department**—No response was received from the Health Department at the time this report was written.
- k. **Prince George’s County Fire/EMS Department**—The Prince George’s County Fire/EMS Department reviewed the proposal and provided standard comments dated February 23, 2015 regarding the width of private roads, fire lanes, and the location of fire hydrants.

- l. **Prince George's County Police Department**—In a memorandum dated February 6, 2015 the Prince George's County Police Department raised one concern related to Crime Prevention through Environmental Design (CPTED). The Police Department requests that the applicant allow adequate spacing between the trees and the light fixtures to prevent shadowed and dark areas resulting from future tree canopy encroachment upon the light fixtures.
 - m. **The Maryland State Highway Administration (SHA)**—No response was received from SHA at the time this report was written.
 - n. **Potomac Electric Power Company (PEPCO)**—No response was received from PEPCO at the time of the writing of this report.
 - o. **Verizon**—No response was received from Verizon at the time of the writing of this report.
 - p. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum received February 18, 2015, WSSC provided an evaluation of the subject DSP, which includes a number of standard comments. The following revision should be made to the DSP:
 - (1) Allow adequate separation between Pond and Sewer. The sewer should not be located within 50 feet of the embankment.
 - q. **Westphalia Sector Development Review Council**—Plan information was referred to the Westphalia Sector Development Review Council for review and comment. As of the writing of this report the Westphalia Advisory Committee has not provided comment on this DSP.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
 14. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a detailed site plan:

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

The site contains an isolated wetland along the northern property line, adjacent to Westphalia Road and another area in the southwest corner of the site adjacent to a stormwater management outfall. Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for protection of public health, safety, or welfare. These two impacts to regulated environmental features were evaluated and approved as part of the previous CSP application.

In summary, the DSP demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. Additional impacts will be evaluated at

time of preliminary plan of subdivision. The need for additional restoration measures will also be evaluated at time of preliminary plan of subdivision.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-14021, Cambridge Place at Westphalia, Type 2 Tree Conservation Plan TCP2-002-15, and AC-15010 subject to the following conditions:

1. Prior to certificate of approval of the detailed site plan (DSP), the following revisions shall be made to the plans, or information shall be provided:
 - a. The General Notes shall be revised to indicate:
 - (1) The site development date outlined in Finding 2.
 - (2) The height of buildings measured from the top of slab to the peak of the roof.
 - (3) Any previous approvals for the site including variances.
 - b. Remove the word “Existing” from the labels for the PUE.
 - c. Revise the plan to show the bearings and distances for Parcels 1 and 2.
 - d. Label the centerline for Westphalia Road.
 - e. Provide ownership information for adjacent property across Westphalia Road.
 - f. Provide details and specifications for the screening and gate of the trash compactor.
 - g. Provide the lot-layout for the adjacent Smith Home Farms development (Section 3) per the final plats, within 50 feet of the subject property’s eastern boundary.
 - h. Identify all features and materials on the architectural elevations.
 - i. The height of the buildings shall be provided on the building footprints.
 - j. Obtain certificate of approval of the Preliminary Plan of Subdivision.
 - k. Relocate either the proposed bus shelter or entrance sign so they do not interfere visually with one another.
 - l. Delineate the drive aisle widths.
 - m. Revise the label on Sheets 6 and 8 for the “Future Trail Construction” to “Private Trail.”
 - n. Provide all bearings and distances, as well as proposed square footage and acreage, for the area of conservation easement to be located on Parcel 1.

- o. Modify the required private trail connection from Parcel 1 through Parcel 2 to the terminus of future Deer Stream Drive so that the northern limits of the trail are internal to the subject site and not at Westphalia Road. The northern terminus shall be designed as an attractive trailhead with benches, landscaping, and information board (which shall include trail information leading from the site to the Westphalia Central Park).
 - p. Provide bicycle racks accommodating a minimum of 25 bicycle parking spaces at locations scattered throughout the subject site, including a minimum of 10 bicycle parking spaces at the proposed recreational facility.
 - q. Provide interior bicycle storage for residents in each building, if feasible.
 - r. A pre-teen lot and tot-lot, or a combination of the two shall be provided in addition to the other proposed recreational facilities.
2. Prior to approval of the DSP, the Landscape Plan shall be revised to show the following:
- a. A note shall be provided on Sheet L-7 to indicate full-cut-off fixtures are proposed.
 - b. All light fixtures shall be located so as not to conflict with landscaping.
 - c. Revise the TCC schedule and calculations to reflect tree canopy coverage for Parcel 1 only.
 - d. Revise the plant schedule to identify native species.
 - e. Reduce the size of the entrance sign to six feet high by seven feet wide. The design and materials as submitted shall be retained.
 - f. The landscape plan and Section 4.1 schedule shall be revised to provide one additional shade tree.
 - g. Provide a hedge planting along the parking compounds visible from Westphalia Road.
 - h. Provide additional landscaping to soften the visual impact of blank walls on the multifamily buildings.
3. Prior to certification of the detailed site plan (DSP), Type 2 Tree Conservation Plan TCP2-002-15 shall be revised as follows:
- a. The woodland conservation worksheet must be updated to the current standard worksheet.
 - b. The approval block shall be updated to the current standard and to type-in the assigned plan number (TCP2-002-15).
 - c. Add the standard owner's awareness signature block to the plan and have the property owner sign it.

- d. Show the floodplain line with a darker more distinct linetype.
 - e. Show temporary tree protection devices along all proposed clearing edges.
 - f. Show preservation signs at a spacing of 50 feet on center along the edge of all preservation areas.
 - g. Revise the TCP2 notes as follows:
 - (1) Revise note 6 to state: “The property is within the Environmental Strategy Area (ESA 2) of *Plan Prince George’s 2035* (formerly the Developing Tier).”
 - (2) Revise Note 8 to reflect the standard note language.
 - (3) Revise Note 9 to reflect the correct code reference for the Woodland and Wildlife Habitat Conservation Ordinance grandfathering provisions [25-119(g)].
 - (4) Remove Notes 10 and 11.
 - h. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
4. Prior to the issuance of the grading permit, the Final Erosion and Sediment Control Plan shall be submitted. The limits of disturbance shall be consistent with the TCP2.
 5. The interior noise level of new residential construction shall be certified to be 45 dBA Ldn or less by an Acoustical Engineer or qualified professional of competent expertise.
 6. The Recreational Facilities Agreement shall include the additional pre-teen lot, tot-lot (or a combination of the two) in addition to the trails connecting Parcel 1 to the Smith Home Farm development.
 7. Prior to approval of the fourteenth building permit, the applicant and the applicant’s heirs, successors, and/or assignees shall construct the trail on Parcels 1 and 2, the preteen lot and tot-lot (or a combination of the two), and the clubhouse, as depicted on the approved DSP.
 8. Provide designated bike lanes and a shared use sidepath along Westphalia Road consistent with DPW&T STD. 100.03, unless modified by DPW&T. The bike lanes shall include appropriate pavement markings and signage for the designated bike lanes per the AASHTO *Guide for the Development of Bicycle Facilities*, unless modified by DPW&T. These details shall be included in the Detailed Site Plan submission. If construction of the bike lanes is not required by DPW&T at this time, right-of-way dedication shall be sufficient to accommodate them in the future.

THIS RECOMMENDATION IS CONTINGENT UPON THE APPROVAL OF A STORMWATER MANAGEMENT CONCEPT PLAN BY THE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT (DPIE) PER SECTION 27-182(d)(11) SUBMITTAL REQUIREMENTS OF THE ZONING ORDINANCE.

The Urban Design Section recommends APPROVAL of Departure from Parking and Loading Standards DPLS-418 to reduce the amount of parking provided by no more than 159 spaces for a minimum of 581 parking spaces subject to the following condition:

1. Provide the maximum number of compact vehicles allowed per Section 27-559.

The Urban Design Section further recommends APPROVAL of Departure from Design Standards DDS-629 to allow 125 tandem parking spaces.