THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission

pgcpb@ppd.mncppc.org
www.pgplanning.org

- AGENDA -

THE PRINCE GEORGE'S COUNTY PLANNING BOARD

Regular Session

Thursday, October 8, 2026

10:00 AM

TEMPORARY LOCATION:

M-NCPPC, Parks and Recreation Administration Building (Auditorium)
6600 Kenilworth Avenue, Riverdale, MD 20737

THE FOLLOWING ORDER OF AGENDA ITEMS IS FOR THE CONVENIENCE OF THE PLANNING BOARD **AND IN NO WAY INDICATES THE ORDER IN WHICH CASES WILL BE CALLED. ANYONE WISHING TO SPEAK MUST SIGN UP AND SUBMIT DOCUMENTATION BY 12:00 P.M. THE TUESDAY BEFORE THE MEETING BY VISITING OUR WEBSITE AT www.pgplanningboard.org/participate**. PLEASE BE ADVISED THAT PERSONS WISHING TO SPEAK MAY BE SUBJECT TO TIME LIMITS AS DEEMED NECESSARY IN ORDER TO REASONABLY ACCOMMODATE ALL WHO WISH TO SPEAK. INDIVIDUALS WITH SPECIAL NEEDS ARE ASKED TO CONTACT THE PLANNING BOARD OFFICE AT 301-952-3560 or Maryland Relay 7-1-1.

ATTENTION: In case of inclement weather, please call 301-952-5330 as to the status of the Planning Board meeting.

I. ADMINISTRATIVE ITEMS

Jessica Jones, Planning Board Administrator

1. Commissioners' Items – None

2. Draft Minutes of PGCPB Meeting – October 1, 2026

3A. Legislative Updates and Approval – None

3B. Executive Session – None

II. CONSENT AGENDA

All items listed under the Consent Agenda have been distributed to each member of the Planning Board for review, are considered to be routine, and will be acted upon by one motion. There will be no discussion of these items as it has been indicated that there is no opposition to the staff's findings or recommendation. If discussion is desired, or if there is opposition to the recommendation, that item will be removed from the Consent Agenda and considered separately. NOTE: IT IS THE RESPONSIBILITY OF THE APPLICANT AND OTHER PERSONS OF RECORD TO BE PREPARED TO DISCUSS ON THIS SAME DATE ANY ITEM THAT IS REMOVED FROM THE CONSENT AGENDA FOR SEPARATE CONSIDERATION.

THE FOLLOWING ITEMS WILL BEGIN AT 10:00 A.M.

4A. SUBDIVISION SECTION ITEMS (Inquiries call 301-952-3530)
DRAFT RESOLUTIONS – None

4B. URBAN DESIGN SECTION ITEMS (Inquiries call 301-952-3530)
DRAFT RESOLUTIONS – None

4C. ZONING SECTION ITEMS (Inquiries call 301-952-3530)
DRAFT RESOLUTIONS – None

III. REGULAR AGENDA

5. DETAILED SITE PLAN (Inquiries call 301-952-3530)
DSP-2026-0023 SWANN SUBDIVISION – EVIDENTIARY HEARING
(TCP)
Council District: 07 Municipality: N/A
Location: Approximately 0.4 miles northwest of the intersection of Meadowview Drive and Swann Road
Planning Area: 75A
Growth Policy Area: Established Communities
Zoning Prior: R-55 Zoning: RSF-65
Gross Acreage: 1.81 Date Accepted: 08/03/2026
Applicant: Costello Wilson
Request: Development of five single-family detached dwellings and associated infrastructure

Planning Board Action Limit: 11/12/2026

STAFF RECOMMENDATION:
- DSP-2026-0023 – APPROVAL with conditions
- TCP2-2026-0055 – APPROVAL with conditions

(LANGFORD)

Staff Report.pdf
Power Point.pdf
Backup.pdf

6. DETAILED SITE PLAN (Inquiries call 301-952-3530)

DSP-2026-0013 WESTPHALIA TOWN CENTER - RETAIL – EVIDENTIARY HEARING

(TCP)

Council District: 06 Municipality: N/A

Location: In the northwestern quadrant of the intersection of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road)

Planning Area: 78

Growth Policy Area: Established Communities

Zoning Prior: M-X-T/M-I-O Zoning: TAC-E/MIO

Gross Acreage: 65.88 Date Accepted: 07/16/2026

Applicant: Walton Westphalia Europe, LP

Request: Development of 276 two-family attached dwelling units and a 139,607-square-foot integrated shopping center for commercial/retail and institutional uses. An amendment to CSP-07004-01 is also requested.

Planning Board Action Limit: 10/25/2026

STAFF RECOMMENDATION:

- DSP-2026-0013 – APPROVAL with conditions
- TCP2-2026-0060 – APPROVAL with conditions

(KOSACK)

Staff Report.pdf
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Backup_Plans.pdf
Additional Material_10-6-2026.pdf

7. COUNTYWIDE PLANNING DIVISION (Inquiries call 301-952-3680)

June 2026 Cycle of Amendments

2018 Water and Sewer Service Area Changes

CR-097-2026 – A Resolution Concerning the 2018 Water and Sewer Plan (June 2026 Cycle of Amendments)

STAFF RECOMMENDATION:

APPROVAL of staff recommendations for transmittal to the County Council

(RAY)

Memorandum.pdf
Comments.pdf
Power Point.pdf

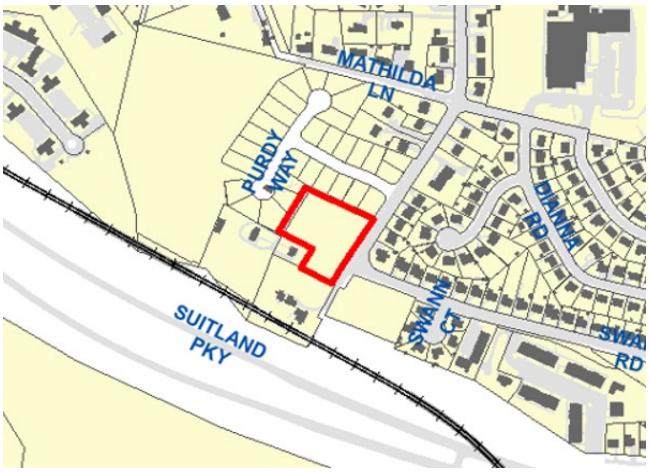
Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan Swann Subdivision

DSP-2026-0023

REQUEST	STAFF RECOMMENDATION
Development of five single-family detached dwelling units and associated infrastructure	With the conditions recommended herein: •APPROVAL of Detailed Site Plan DSP-2026-0023 •APPROVAL of Type 2 Tree Conservation Plan TCP2-2026-0055

Location: On the west side of Swann Road, approximately 0.75 mile south of its intersection with Silver Hill Road	
Gross Acreage:	1.81
Zone:	RSF-65
Dwelling Units:	5
Planning Area:	75A
Council District:	07
Municipality:	None
Applicant/Address: Costello Wilson 3805 Barry Drive Temple Hills, MD 20748	
Staff Reviewer: Quincy Langford **Phone Number:** 301-780-8314 **Email:** Quincy.Langford@ppd.mncppc.org	



Planning Board Date:	10/08/2026
Planning Board Action Limit:	11/12/2026
Staff Report Date:	09/24/2026
Date Accepted:	08/03/2026
Informational Mailing:	01/30/2026
Acceptance Mailing:	07/23/2026
Sign Posting Deadline:	09/08/2026

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-2026-0023
Type 2 Tree Conservation Plan TCP2-2026-0055
Swann Subdivision

The Urban Design staff has reviewed the subject application and present the following evaluations and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

The property is within the Residential, Single-Family-65 (RSF-65) Zone. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. Staff considered the following in reviewing this detailed site plan:

A. The Prince George's County Zoning Ordinance;

B. Preliminary Plan of Subdivision PPS-2023-001;

C. Certificate of Adequacy ADQ-2023-004;

D. The 2018 *Prince George's County Landscape Manual;*

E. The 2024 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

F. The Prince George's County Tree Canopy Coverage Ordinance;

G. Referral comments; and

H. Community feedback.

II. BACKGROUND

A. Request: The detailed site plan (DSP) application proposes development of five single-family detached dwelling units and associated infrastructure.

B. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	RSF-65	RSF-65
Use	Vacant	Dwelling, single-family detached
Total Gross/Net Acreage	1.81	1.81
Floodplain Acreage	0	0
Lots	5	5
Outlot	1	1
Parcels	1	1
Dwelling Units	0	5

C. Location: The subject property is located on the west side of Swann Road, approximately 0.75 mile south of its intersection with Silver Hill Road.

D. Proposed Uses: The DSP application proposes "dwelling, single-family detached" on the Residential, Single-Family-65 (RSF-65) zoned property. This use is permitted in the RSF-65 Zone, subject to the applicable standards found in Section 27-4202(e) of the Prince George's County Zoning Ordinance.

E. Surrounding Uses: The subject property is surrounded by single-family detached residential development within the RSF-65 Zone on the north, west, and south sides. The eastern boundary abuts Swann Road, with additional single-family detached dwellings within the RSF-65 Zone located beyond.

F. Previous Approvals: Certificate of Adequacy ADQ-2023-004 was approved by the Prince George's County Planning Director on February 5, 2026. The ADQ is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c) of Prince George 's County Subdivision Regulations.

Preliminary Plan of Subdivision PPS-2023-001 was approved by the Planning Director on February 8, 2026 for five lots, one parcel, and one outlot, for residential development.

G. Design Features: The DSP includes five single-family detached dwelling units. Within the subject property, Swann Way, a proposed public right-of-way ending in a cul-de-sac, forms the primary vehicular circulation of the site and provides access to the five single-family detached lots. One 0.17-acre parcel is proposed with this residential development, known as Parcel A, and designed for a stormwater management (SWM) area to be conveyed to the homeowners association (HOA). The provision of 5-foot-wide sidewalks along Swann Way and an 8-foot-wide asphalt path along the SWM area form the pedestrian circulation for the site. Swann Place, a private right-of-way, is located to the rear of Lots 2, 3, 4, and 5. Access to Swann Place, from the rear of the aforementioned lots, is denied and is the only ingress or egress for two existing single-family dwelling units that are not part of this development application.

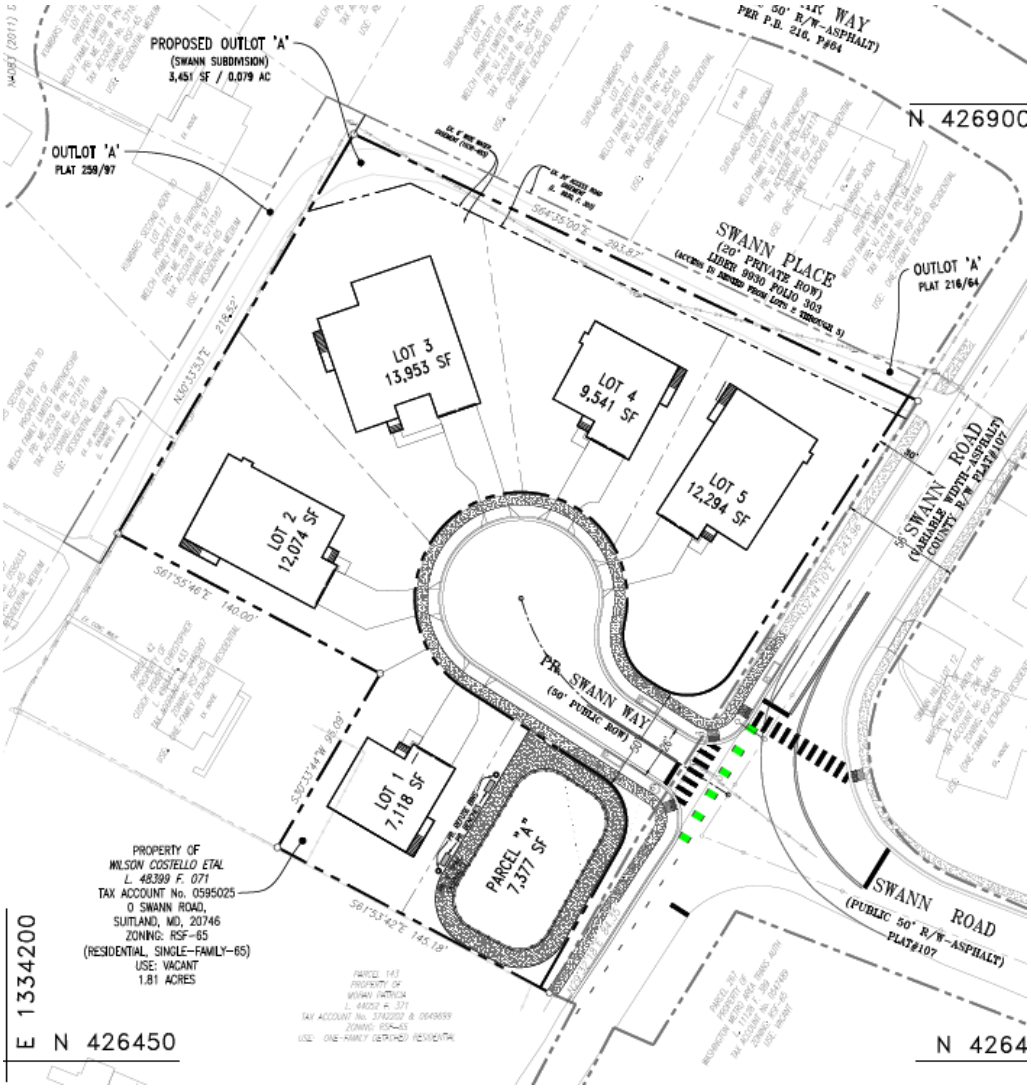


Figure 1: Detailed Site Plan

Architecture.

The submitted DSP includes architectural elevations for three house models, which are specifically sited to each lot. Each building model is a two-story, craftsman-style home with varying exterior finishes and features. These models will provide a variety of architecture. All house models offer a front-loading, two-car integrated garage. All elevations are designed with painted Hardie siding, covered front entryway, and shingle roof.



Figure 2: Lots 1 & 4



Figure 3: Lots 2 & 4



Figure 4: Lot 3

Parking
The DSP meets the parking requirements (1.5 spaces per unit). Off-street parking spaces are located in the garage, and extra parking spaces are in the driveway of each individual unit.

Signage
No signs are included in this DSP.

Lighting
Street lighting is proposed along the public road frontage of the subject site and is subject to review by the operating agency.

Recreation Facilities.
ADQ-2023-004 determined that payment of a fee-in-lieu is appropriate to meet the requirement for mandatory parkland dedication to be paid prior to approval of the final plat.

III. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE ZONING ORDINANCE

A. Detailed Site Plan Decision Standards (Section 27-3605(e))

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

The applicable standards consist of the RSF-65 Zone's use standards, intensity and dimensional standards (Section 27-4202(e)), and applicable development standards (Part 27-6), as well as applicable sections of the 2018 *Prince George's County Landscape Manual* (Landscape Manual). The

analysis of conformance to these standards is addressed in Finding III.B below. Based on the analysis herein, and subject to the conditions recommended by staff, in addition to the evidence filed in conjunction with this application, staff find that DSP-2026-0023 represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

(2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;

As discussed in Finding IV below, the proposed development complies with the applicable conditions of PPS-2023-001 and ADQ-2023-004.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

The regulated environmental features (REF) are required to be preserved and/or restored, to the fullest extent possible; however, the site does not contain REF.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

The proposed development is not located in a planned development zone. Therefore, this criterion is not applicable.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

The DSP has a companion Type 2 Tree Conservation Plan, TCP2-2026-0055, which staff recommend be approved. The proposed development conforms with the TCP2.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;

The subject application is not a DSP for infrastructure. Therefore, this criterion does not apply.

(7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

(A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;

(B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be.

The proposed development does not include a place of worship. Therefore, this criterion is not applicable.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

The DSP does not propose to alter, expand, or enlarge legal conforming building structures or uses, and has not been filed in conformance with Section 27-1707(c) of the Zoning Ordinance. Therefore, this criterion is not applicable.

B. Standard Applicable in the RSF-65 Zone - Intensity and Dimensional Standards

1. Section 27-4202(e) Intensity and Dimensional Standards

The site plan complies with the applicable RSF-65 Zone intensity and dimensional standards, as shown below:

STANDARDS	REQUIRED	PROVIDED
Density, max. (du/ac of net lot area)	6.7	2.9
Net lot area, min. (sq. ft.)	6,500	7,118
Lot width, min. (ft.)	65	67
Lot frontage (width) at front street line, min. (ft)	45	52
Lot Coverage, max. (% of net lot area)	35	33.8
Front yard depth, min. (ft)	25	25
Side yard depth, min. (ft)	8*	8*
Rear yard depth, min. (ft)	20	20
Principal structure height, max. (ft)	40	37

Note: *On the corner lot, the minimum side yard depth alongside street is 25 feet. The provided side yard depth on the corner lot meets the minimum requirements.

C. Part 27-6. Development Standards

The site plan is consistent with the applicable standards in Part 27-6. The following analysis is offered:

1. Section 27-6100. Applicability

This development is for construction of more than one new single-family detached dwelling. Standards for off-street parking and loading, landscaping, fences and walls, exterior lighting, environmental protection and noise controls, neighborhood compatibility, signage, and green building standards apply. The site plan layout is in compliance with the PPS, and the conditions of the PPS are further evaluated in Finding IV below.

2. Section 27-6300. Off-Street Parking and Loading

This DSP is in compliance with the applicable standards in Section 27-6300 of the Zoning Ordinance. The DSP shows the number and location of parking spaces and driveways and how these parking facilities coordinate with the pedestrian, bicycle, and vehicular circulation systems for the development. Specifically, off-street parking spaces on each residential lot will be located in garages. Each house model includes a two-car garage, and each driveway can accommodate two surface parking spaces. Each single-family detached unit includes a concrete-surfaced driveway providing access to garage parking. Given the property is located inside the Capital Beltway (I-95/495), 1.5 parking spaces, per dwelling unit, is required. The DSP should be revised to indicate the correct requirement.

a. Section 27-6304. General Standards for Off-Street Parking and Loading Areas

The proposed off-street parking meets the requirements for surfacing, location, and arrangement. The parking spaces on each lot are located in garages. All off-street parking spaces are arranged for convenient access, with no conflicts with proposed sidewalks.

b. 27-6305. Off-Street Parking Space Standards

Parking Tabulations		
Parking Required (min.) per Section 27-6305 (a)		**Provided**
Five dwelling units (1.5 spaces per DU)	7.5	20
Visitor Parking (1.0 spaces per 20 DU)	0	0
Total Parking	**7.5**	**20**

c. Section 27-6306. Dimensional Standards for Parking Spaces and Aisles

The parking spaces included meet the minimum dimensional standards, as outlined in Table 27-6306(a).

3. Section 27-6400. Open Space Set-Asides

Per Table 27-6104, Applicability of Development Standards, open space set-asides were evaluated during the time of the PPS. Therefore, the DSP application included an open space set-aside exhibit for establishing the appropriate land areas to meet the open space set-aside requirement.

a. Section 27-6403. Amount of Open Space Set-Asides Required

Residential use in the RSF-65 Zone is required to provide 20 percent of the development site area for open space set-aside, which is approximately 0.36 acre (or 15,754 square feet). The submitted open space set-aside exhibit shows the provision of 16,344 square feet for open space set-aside. However, some of the areas shown are encumbered with development of accessways and should be revised, which is discussed further below.

b. Section 27-6404. Areas Counted as Open Space Set-Asides

Pursuant to Table 27-6404(a), the DSP should be revised to demonstrate that all proposed open space areas are eligible to be counted towards the open space set-aside. The plans currently reflect that a portion of the counted open space set-aside is located within existing easements and land to be established as an outlot for access purposes to abutting property, per the PPS.

Section 27-6404(a)(1) of the Zoning Ordinance states that no less than 15 percent of the total required minimum open space set-aside area within a residential development shall consist of active recreational areas. For the subject property, however, the applicant has previously addressed the demand for active recreation through the payment of a fee-in-lieu to meet park and recreation adequacy. The open space set-aside areas should be revised to accurately reflect that land denoted as active recreation is instead a SWM facility treated as a site amenity.

c. Section 27-6405. Areas Not Counted as Open Space Set-Asides

The PPS determined there are existing easements providing access to an abutting land area that will be established in an outlot for the purpose of preserving that access. The applicable open space set-asides should, therefore, be revised so that they are not among the areas that shall not be counted for the open space set aside.

d. Section 27-6406. Design Standards for Open Space Set-Asides

As required by this section, the proposed open spaces are readily accessible and useable by residents, as appropriate. The proposed open space set-aside areas will contain a combination of a sitting area, SWM areas treated as site amenities, and yard areas, as conditioned herein. The proposed open space set aside areas are contiguous or interconnected, to the maximum extent practicable.

e. Section 27-6407. Development in Open Space Set-Asides

With the conditions recommended herein, the proposed development within the open space set-aside will consist only of improvements appropriate to each open space set-aside.

f. Section 27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

A portion of the open space set-aside area is to be conveyed to the HOA for effective management, operation, and maintenance, in perpetuity. The yard areas counted toward meeting the open space set-aside requirement shall be subject to an open space easement or covenant.

4. Section 27-6500. Landscaping

The DSP complies with the applicable standards of the Landscape Manual. Detailed findings and conditions for landscaping are discussed in Finding V below.

5. Section 27-6600. Fences and Walls

The DSP does not propose any fences on the residential lots. A 4-foot, wooden, split-rail fence is proposed around the SWM facility. The DSP is in compliance with the applicable standards in Section 27-6600 of the Zoning Ordinance, including fence and wall heights (Section 27-6603), locations (Section 27-6302), and appearance (Section 27-6606), as shown on Sheet LP-1 of the landscape plan set and on Sheet DSP-3 of the DSP set. A retaining wall is proposed within the SWM facility, and a condition is included herein to note that the top wall and bottom wall dimension shall be reflected across all sheets, consistently.

6. 27-6609. Retaining Walls

A retaining wall is shown on the DSP, landscape plan, and TCP2 as proposed within the SWM area. However, the bottom of wall elevation is denoted inconsistently with the grades shown on the plans. It appears that the wall will be approximately three feet tall, based on the site grading. All plans should be revised to reflect the correct wall elevations, and a condition is included herein requiring the applicant to demonstrate conformance with Section 27-6609 on all applicable plan sheets.

7. Section 27-6700. Exterior Lighting

Street lighting locations are reflected on the site and landscape plans. The rights-of-way that the proposed lots front are public roads. Streetlights within the public right-of-way are subject to the public operating agency (County) requirements and are exempt from the exterior lighting requirements, pursuant to Section 27-6702(m) of the Zoning Ordinance. The streetlight symbology reflected on the site and landscape plans should be added to the plan legends. The architectural elevations depict light fixtures at entryways. The plans should demonstrate and/or note how the proposed lighting complies with all applicable lighting standards. A condition is included herein to note that wall-mounted lighting shall comply with the applicable exterior lighting standards listed within Section 27-6700 of the Zoning Ordinance.

8. Section 27-6800. Environmental Protection and Noise Controls

a. 27-6802. Natural Resources Inventory (NRI)

A natural resources inventory plan (NRI-171-2021), approved on November 19, 2021, was provided with this DSP. The approved NRI shows that the site is not within the 100-year floodplain and does not contain REF such as streams, wetlands, and their associated buffers. No specimen trees are located on-site.

b. 27-6803. Trees and Vegetations

This DSP complies with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance (WCO); and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code, as discussed in Findings VI and VII below.

c. 27-6804. Floodplain Management

According to NRI-171-2021, the site does not contain 100-year floodplain. The DSP is in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the County Code.

d. 27-6805. Erosion and Sedimentation Control

Section 27-6805 of the Zoning Ordinance requires an approved grading, erosion, and sediment control plan, as described in the applicability sections of Subtitle 32. Development shall comply with the requirements for sedimentation and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the County Code. An approved concept erosion and sediment control plan was received with the PPS. The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for installation of all temporary infrastructure, including erosion and sediment control measures. The final sediment and erosion control plans shall match the DSP and the TCP2, prior to issuance of a permit.

e. 27-6806. Stormwater Management

An approved SWM Concept Plan (42789-2021) was submitted with the subject application showing the use of drywells and submerged gravel wetlands. This SWM plan was approved on June 30, 2025, and expires on June 30, 2028.

f. 27-6807. Chesapeake Bay Critical Area

The subject property is not within the Chesapeake Bay Critical Area. Therefore, Section 27-6807 of the Zoning Ordinance is inapplicable.

g. 27-6808. Regulated Environmental Features

REF is required to be preserved and/or restored, to the fullest extent possible, under Section 27-6808 the Zoning Ordinance; however, the site does not contain REF, as shown on approved NRI-171-2021.

h. 27-6809. Unsafe Lands

In accordance with Section 27-6809 (Unsafe Lands) of the Zoning Ordinance, the application was reviewed for unsafe land restrictions. According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, the predominant soils found to occur is Matapeake silt loam. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property. As noted in the approved SWM concept plan, a geotechnical report is required at the time of building permit review to determine the underground water table, in accordance with Prince George's County Council Bill CB-94-2024.

i. Section 27-6810. Noise Control

The subject property is not adjacent to an existing or planned street classified as arterial or higher. Therefore, Section 27-6810 of the Zoning Ordinance is inapplicable.

9. Sections 27-6900 through 27-61600

The subject DSP does not include multifamily, townhouse, three-family units, nonresidential, mixed-use, or industrial development. Therefore, Sections 27-6900 through 27-61200 of the Zoning Ordinance are not applicable. The subject property is not adjacent to agricultural or urban agriculture uses or activity; therefore, Sections 27-61300 through 27-61400 are not applicable. This DSP does not include signage, and the architecture is for single-family detached dwellings. Therefore, Section 27-61500 is not applicable to this DSP. Finally, this DSP only includes five single-family detached dwelling units. As such, Section 27-61600 is not applicable.

IV. COMPLIANCE WITH PRIOR APPROVALS

A. Preliminary Plan of Subdivision PPS-2023-001: PPS-2023-001 was approved by the Planning Director on February 8, 2026, subject to nine conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 42789-2021-01 and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations, and as shown on the approved preliminary plan of subdivision.

The applicant submitted a copy of approved SWM Concept Plan 42789-2021-01 with the subject application. The proposed development remains in conformance with the approved SWM concept plan.

3. **Prior to approval, the final plat of subdivision shall include:**

   a. **The granting of a minimum 10-foot-wide public utility easement along Swann Road and the proposed cul-de-sac right-of-way, in accordance with Section 24-4205 of the Prince George's County Subdivision Regulations, and as shown on the approved preliminary plan of subdivision.**

      A 10-foot-wide public utility easement along Swann Road and the proposed cul-de-sac of Swann Way is provided and shown on the DSP, in conformance with this condition.

   b. **Dedication of the public right-of-way along the frontage of Swann Road and Swann Way, as shown on the approved preliminary plan of subdivision, in accordance with Section 24-4201(c) of the Prince George's County Subdivision Regulations.**

      Dedication of the public right-of-way along the frontage of Swann Road and Swann Way is provided and shown on the DSP, in conformance with this condition. A condition has been added herein, requiring the applicant to note the total ROW dedication for Swann Way and Swann Road on the cover page.

   c. **A note that any direct vehicular access to Outlot A (existing 20-foot-wide private right-of-way) from Lots 2, 3, 4, and 5 shall be denied.**

      A note has been provided on the DSP stating that access is denied from Lots 2 through 5 to Swann Place (the existing 20-foot-wide private right-of-way located at the rear of these lots), in conformance with this condition.

4. **Prior to approval of any building permit, pursuant to Section 24-4102(f) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate due diligence in obtaining agreement for conveyance and convey Outlot A to the abutting property owner of Parcel 141. Should the property owner of Parcel 141 not accept the additional land, Outlot A shall be retained by the owner of Parcel 142.**

   Per correspondence received from the applicant's engineer, the applicant reached out, but has not yet received correspondence from the owner of Parcel 141 accepting the conveyance of Outlot A. Therefore, conditions are included herein requiring the applicant to revise the Parcel Table and plan notes on the DSP to reflect both options (conveyance to the owner of Parcel 141 or to be retained by owner). Conformance with this condition will be further evaluated at the time of building permit.

5. In accordance with the 2014 *Approved Southern Green Line Station Area Sector Plan* and the 2009 *Approved Countywide Master Plan of Transportation*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show the locations and extent of the following facilities at the time of site plan:

a. Show and label the existing bicycle lane along Swann Road.

The site plan sheets identify the existing bicycle lane along Swann Road.

b. A minimum 5-foot-wide sidewalk along the entire property frontage of Swann Road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

The site plan sheets identify a 5-foot-wide sidewalk along the entire property frontage of Swann Road.

c. A minimum 5-foot-wide sidewalk along both sides of the internal public road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

The site plan sheets identify a 5-foot-wide sidewalk along both sides of Swann Way.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-2025-0024), in accordance with Section 25-121 of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-2025-0024 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The development shown on the site plan and companion TCP2 are in conformance with TCP1-2025-0024. The required note will be addressed with the final plat of subdivision.

7. Prior to issuance of any permits for this subdivision, and in conformance with Section 25-119(a)(2) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, a Type 2 tree conservation plan (TCP2) shall be approved.

A Type 2 Tree Conservation Plan (TCP2-2026-0055) was submitted with this application and is recommended for approval.

9. In accordance with Section 24-4102(f) of the Prince George's County Subdivision Regulations, prior to approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall convey land to a homeowners association (HOA), as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department.

b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.

c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.

d. Any disturbance of land to be conveyed to the HOA shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.

f. Covenants recorded against the conveyed property ensuring retention and future maintenance of the property by the HOA, including the reservation of the right of approval by the Prince George's County Planning Director.

In conformance with the approved PPS, Parcel A has been identified on the DSP coversheet as to be conveyed to the HOA.

B. Certificate of Adequacy ADQ-2023-004: ADQ-2023-004 was approved by the Planning Director on February 5, 2026, subject to two conditions listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows in plain text:

1. The total development within the subject property shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.

The development proposed with this DSP remains in conformance with the development evaluated with PPS-2023-001 and ADQ-2023-0004 and conforms with this condition.

2. Prior to approval of final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall pay a fee-in-lieu of the mandatory dedication of parkland requirement for all new residential lots, in conformance with Section 24-4507 of the Prince George's County Subdivision Regulations.

Conformance with this condition will be required during final plat review.

V. COMPLIANCE WITH THE 2018 PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL

The application is subject to the requirements of Section 4.1 (Residential Requirements) and Section 4.9 (Sustainable Landscaping Requirements) of the Landscape Manual. The submitted landscape plans show compliance with these requirements, except that Landscape Schedule 4.9-1 and the associated landscape plan shall be revised to ensure that the amount of trees and shrubs provided meets the species diversity requirement, prohibited plant species are replaced, and Landscape Schedule 4.9-7 shall be removed from the landscape plan. Conditions are included herein to ensure compliance with these requirements.

VI. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE 2010 PRINCE GEORGE'S COUNTY WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE

This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site is subject to previously approved Type 1 Tree Conservation Plan TCP1-2025-0024. This project is also subject to the Environmental Technical Manual. The notification letter for this application sent on July 23, 2026 included this companion TCP, as per Section 25-119(c)(5)(A) of the County Code. Staff have not received any public comment about this application, as a result of the mailing. The woodland conservation is proposed to be met with 2.01 acres of off-site woodland conservation credits, in conformance with the approved and certified TCP1.

Specimen Trees
Specimen trees are required to be protected under Section 24-4301 of the Environmental Standards of the Subdivision Regulations; however, the site does not contain specimen trees, as shown on approved NRI-171-2021.

VII. COMPLIANCE WITH APPLICABLE PROVISIONS OF THE PRINCE GEORGE'S COUNTY TREE CANOPY COVERAGE ORDINANCE

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area or disturbance, and requires a building or grading permit. The subject site is in the RSF-65 Zone, which requires a minimum of 20 percent of the net tract area to be covered by tree canopy. The subject site is 1.81 acres and the required tree canopy coverage (TCC) is approximately 0.36 acre (or approximately 15,769 square feet). The site plan proposes approximately 0.36 acre (or approximately 15,810 square feet) of TCC through a combination of existing non-woodland conservation and landscape trees, as shown on Sheet LP-3. The TCC requirement is met.

VIII. REFERRAL COMMENTS

The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:

A. **Community Planning—**In a memorandum dated September 4, 2026 (Sams to Langford), the Community Planning Division noted that sector plan conformance is not required for this application. However, it is noted that the DSP aligns with the 2014 *Plan Prince George's 2035 Approved General Plan* and aligns with the general recommendations and guidance of the 2014 *Approved Southern Green Line Station Area Sector Plan.*

B. **Transportation Planning—**In a memorandum dated September 4, 2026 (Wilson to Langford), the Transportation Planning Section noted that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable; consistent with the site design guidelines, pursuant to Subtitle 27; and meets the findings for pedestrian and bicycle transportation purposes.

C. **Environmental Planning—**In a memorandum dated September 4, 2026 (Meoli to Langford), the Environmental Planning Section finds the application in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 of the Zoning Ordinance, and recommends approval of DSP-2026-0023 and Type 2 Tree Conservation Plan TCP2-2026-0055, subject to the conditions in the Recommendation section of this technical staff report.

D. **Subdivision—**In a memorandum dated September 4, 2026 (Bartlett to Langford), the Subdivision Section indicated that the quantity and type of development proposed with this DSP is consistent with that evaluated under PPS-2023-001. Subdivision staff also provided an analysis of relevant prior conditions of approval from PPS-2023-001 and ADQ-2023-004, which have been incorporated into this technical staff report.

E. **Historic Preservation—**In a memorandum dated August 25, 2026 (Stabler, Smith, and Chisholm to Langford), the Historic Preservation Section noted that the property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

F. **Permit Review**—In a memorandum dated August 10, 2026 (Greenwell to Langford), the Permit Section offered no additional comments.

G. **Prince George's County Department of Parks and Recreation (DPR)**—At the time of the writing of this technical staff report, DPR did not offer comments on this application.

H. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 27, 2026 (Abdullah to Cofield), DPIE provided general comments to be addressed at the time of DPIE application for a permit.

I. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this application.

J. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

K. **Prince George's County Health Department**—In a memorandum dated August 14, 2026 (Adepoju to Langford), the Health Department noted that noise and dust should not be allowed to adversely impact activities on adjacent properties during the construction phase. Adherence to construction standards will be required by DPIE. It has also been noted that Health Department permit records indicate there are no existing carry-out/convenience store food facilities or markets/grocery stores within a 0.5-mile radius of this location. The location of the subdivision is not listed as a food desert.

L. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated August 12, 2026 (Smith and Westendorf to Langford), WSSC provided general right-of-way, water, sewer, and environmental comments to be addressed at the time of WSSC application for water and sewer service (during the permit phase).

M. **Public Utilities**—The subject DSP application was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company, and Washington Gas, for review and comments on August 3, 2026. At the time of the writing of this technical staff report, no correspondence has been received from these public utility companies.

IX. COMMUNITY FEEDBACK

As of the writing of this technical staff report, staff did not receive any comments from the community regarding the subject DSP.

X. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-2026-0023 and Type 2 Tree Conservation Plan TCP2-2026-0055, for Swann Subdivision, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP) as follows, or provide specific documentation:

    a. In accordance with Condition 4 of approved Preliminary Plan of Subdivision PPS-2023-001, revise the note for Outlot A to state, "To be conveyed to the property owner of Parcel 141 or retained by the owner."

    b. Revise the Parcel Table on the coversheet of the DSP to add the option for Outlot A to be retained by the owner.

    c. Revise the bottom wall spot elevation on all applicable plan sheets to reflect consistency in the proposed retaining wall height, and demonstrate conformance with Section 27-6609 of the Prince George's County Zoning Ordinance.

    d. Provide a note on the site plan and architectural elevations describing how the exterior wall-mounted lighting complies with each applicable exterior lighting standard in Section 27-6700 of the Prince George's County Zoning Ordinance.

    e. Revise all plan sheets to provide a corresponding item in the legend for all symbology shown on the plan.

    f. Revise the coversheet to note the total proposed right-of-way dedication for Swann Way and Swann Road.

    g. Revise the coversheet to reflect that the net acreage of the existing property is 1.81 acres.

    h. Revise the parking requirements shown on the DSP coversheet to reflect that 1.5 parking spaces are required for each dwelling unit, 7.5 total spaces are required, and 20 spaces are provided.

    i. Revised General Note 13 to reflect the correct SWM concept plan number.

    j. Revise the plans to delineate and calculate the open space set-aside areas, in conformance with Section 27-6400 of the Prince George's County Zoning Ordinance.

2. Prior to certification, the applicant shall revise the landscape plan, in accordance with the 2018 *Prince George's County Landscape Manual,* as follows:

    a. Revise the Section 4.9-1 landscape schedule and associated landscape plan to ensure that the amount of trees and shrubs provided meets the species diversity requirement.

    b. Revise the planting schedule to remove prohibited shrub Buddleia and replace it with an appropriate substitution.

3. Prior to approval of a final plat, an easement or covenant over the open space set-aside areas on private lots shall be submitted and reviewed and approved by the Subdivision Section of the Development Review Division of the Prince George's

County Planning Department, and be fully executed. The document shall ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and shall include the rights of the Prince George's County Planning Board. The document shall be recorded in the Prince George's County Land Records and the Liber/Folio indicated on the final plat, prior to recordation.

SWANN SUBDIVISION

Detailed Site Plan

Companion Case Number: TCP2-2026-0055

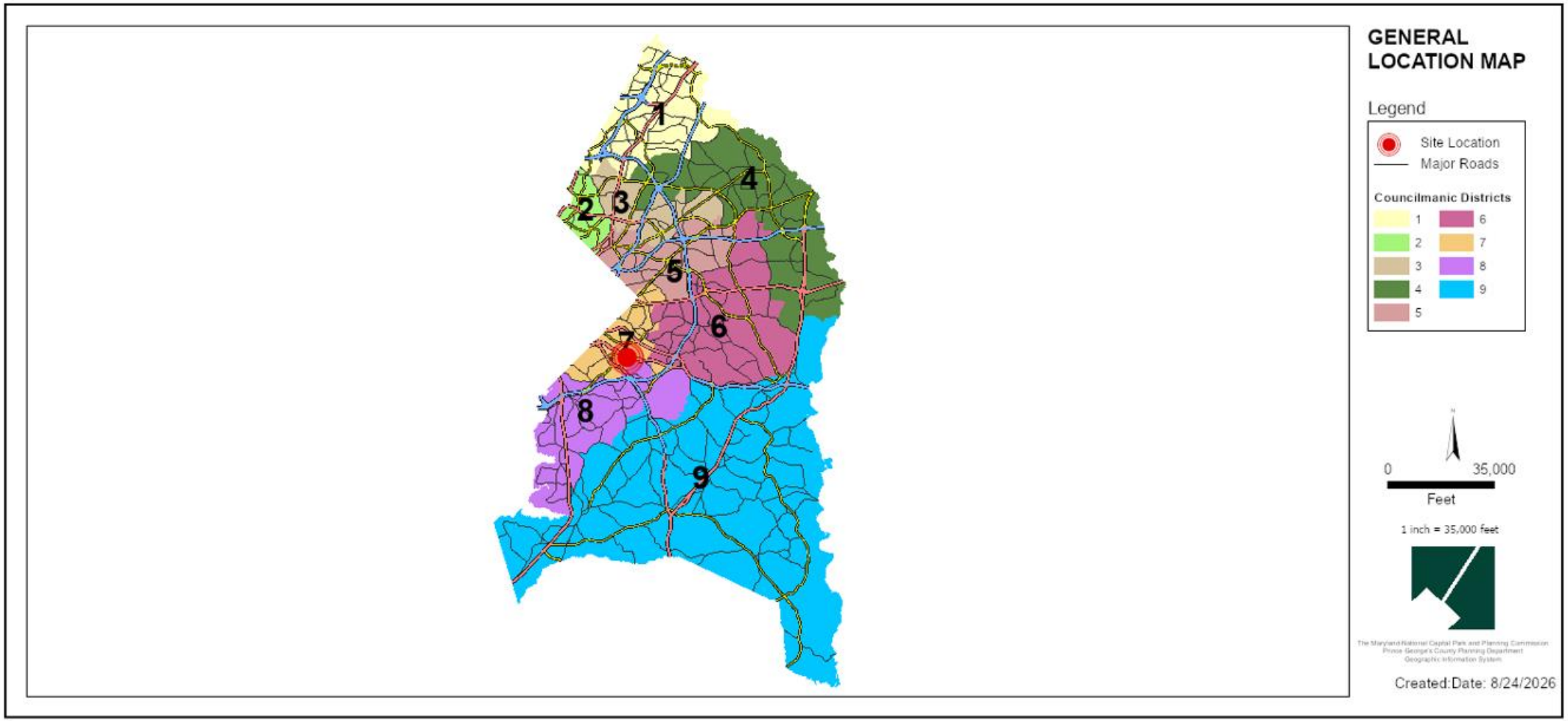
Staff Recommendation: APPROVAL with conditions



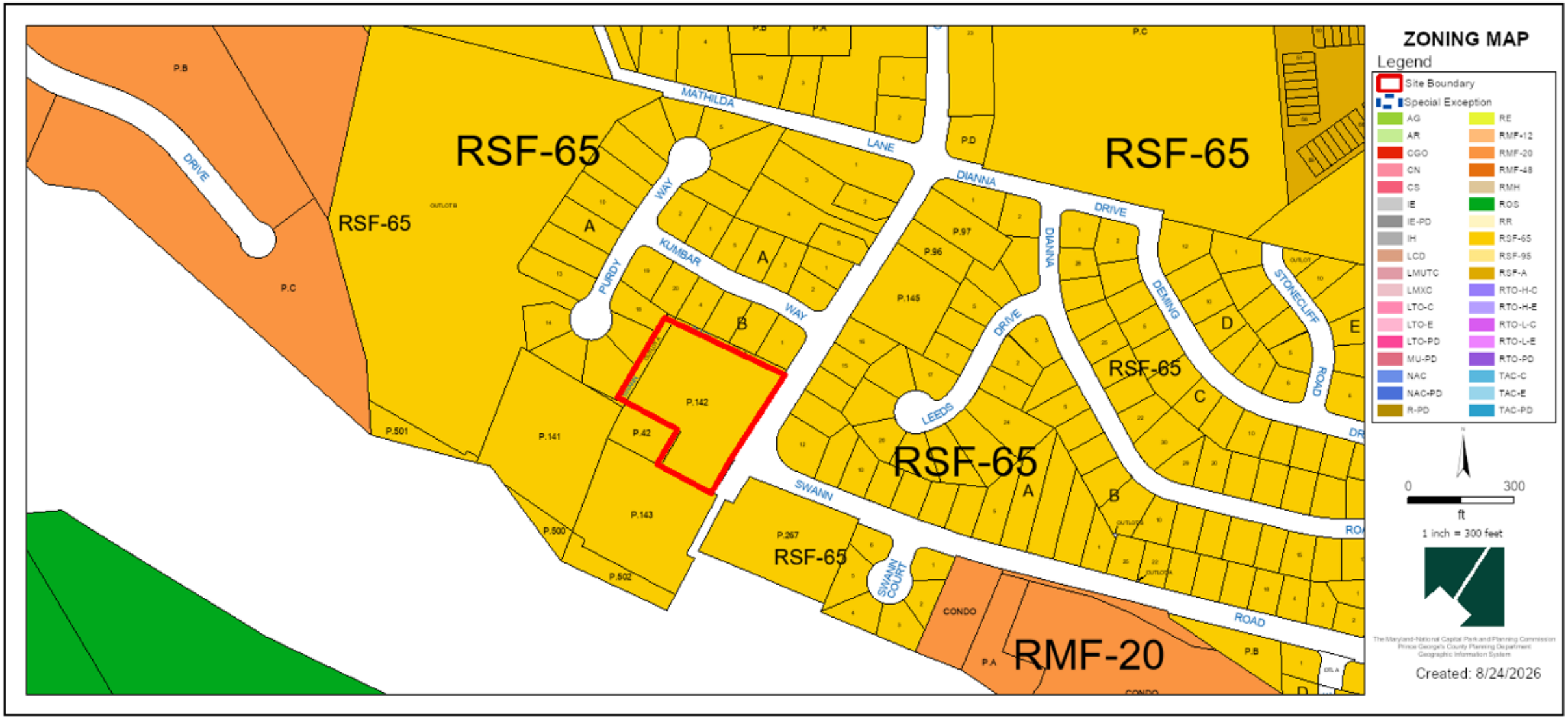
GENERAL LOCATION MAP

Council District: 07

Planning Area: 75A



ZONING MAP


RSF-65
RSF-65
RSF-65
RSF-65
RSF-65
RMF-20
MATHILDA LANE
DRIVE
WAY
KUMBAR WAY
PURDY
DIANNA DRIVE
LEEDS
DEMING
STONECLIFF ROAD
SWANN
SWANN COURT
ROAD
CONDO
P.B
P.C
P.D
P.97
P.96
P.145
P.142
P.141
P.42
P.143
P.500
P.501
P.502
P.267
P.A
A
B
C
D
E
ZONING MAP
Legend
Site Boundary
Special Exception
AG
AR
CGO
CN
CS
IE
IE-PD
IH
LCD
LMUTC
LMXC
LTO-C
LTO-E
LTO-PD
MU-PD
NAC
NAC-PD
R-PD
RE
RMF-12
RMF-20
RMF-48
RMH
ROS
RR
RSF-65
RSF-95
RSF-A
RTO-H-C
RTO-H-E
RTO-L-C
RTO-L-E
RTO-PD
TAC-C
TAC-E
TAC-PD
0
300
ft
1 inch = 300 feet
Created: 8/24/2026

SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
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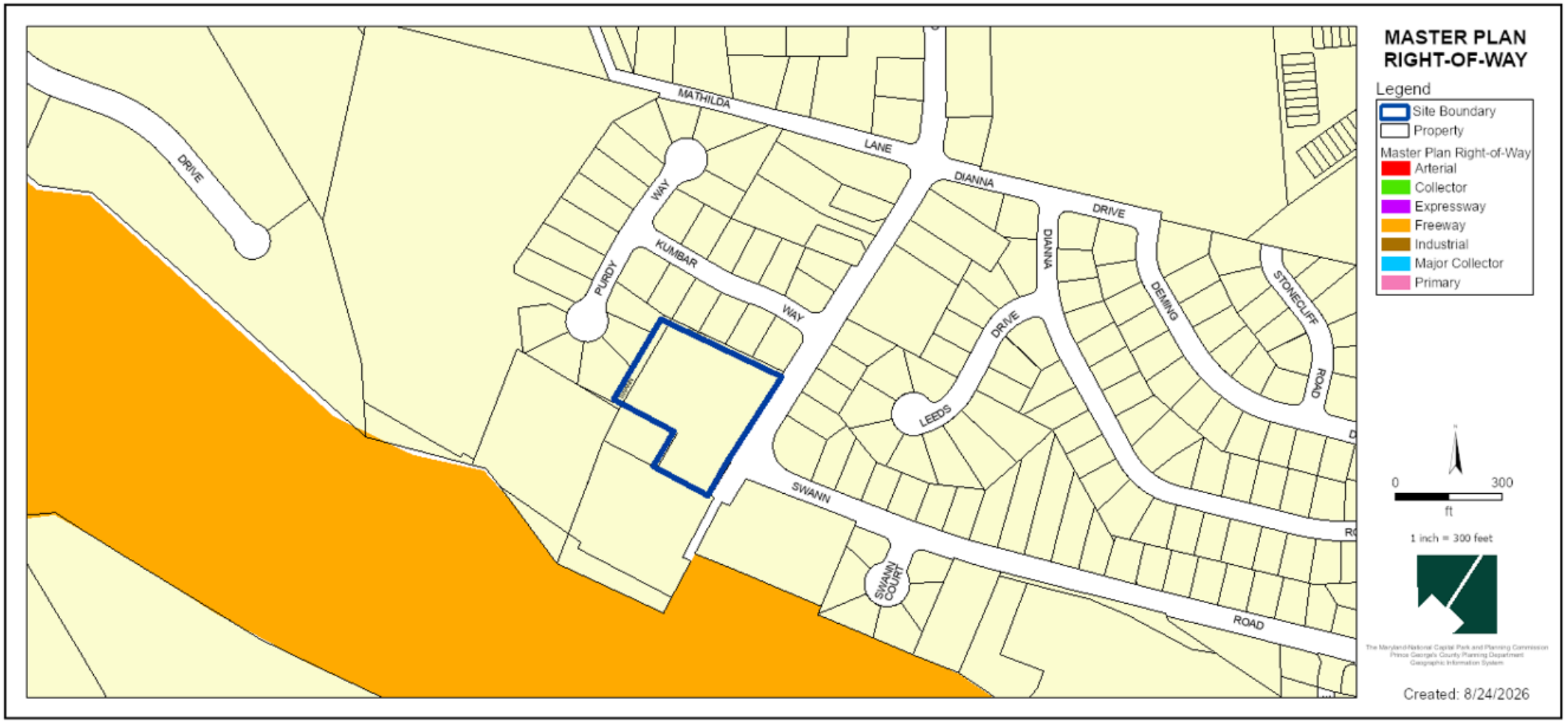
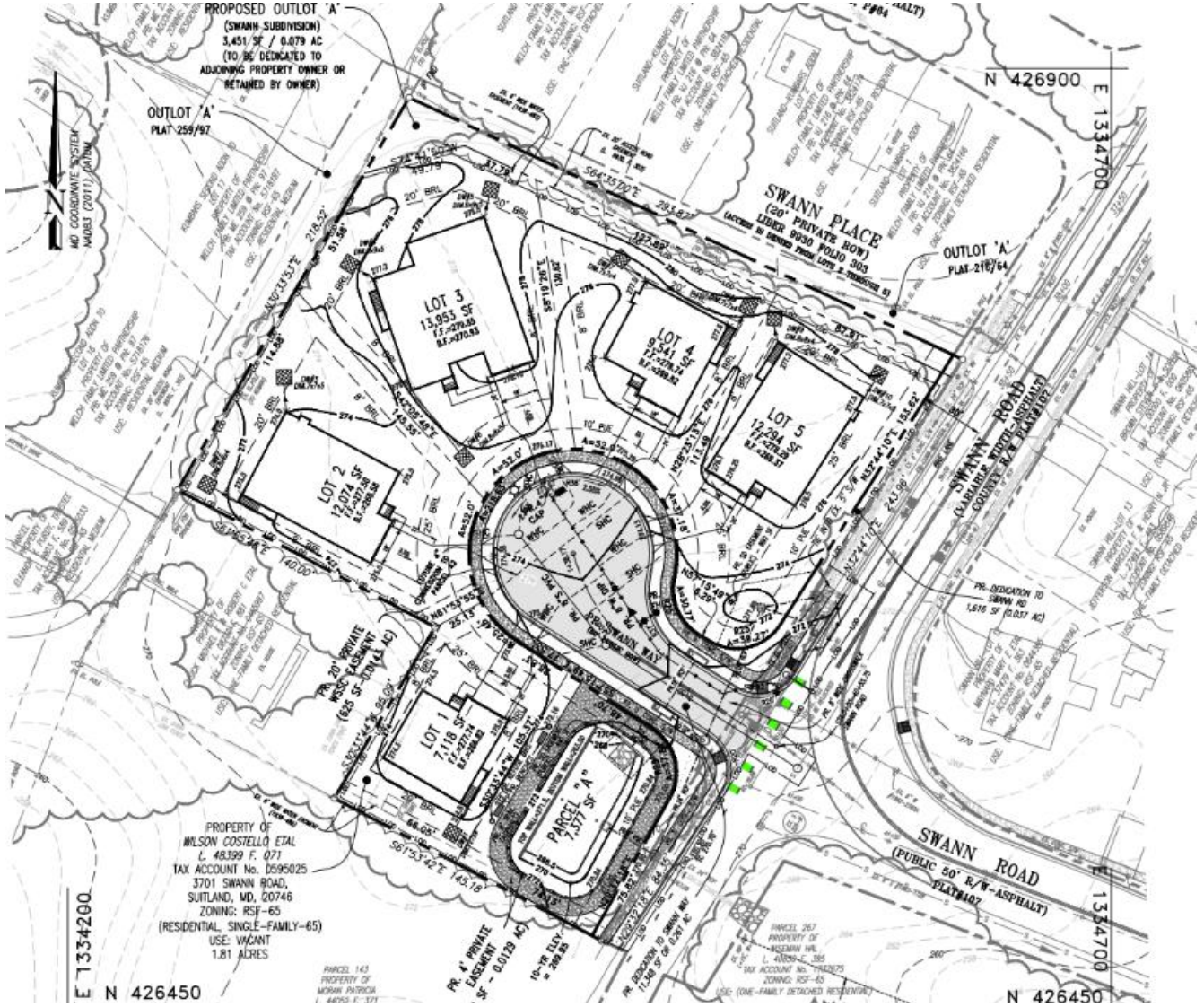
ft
1 inch = 300 feet
Created: 8/24/2026

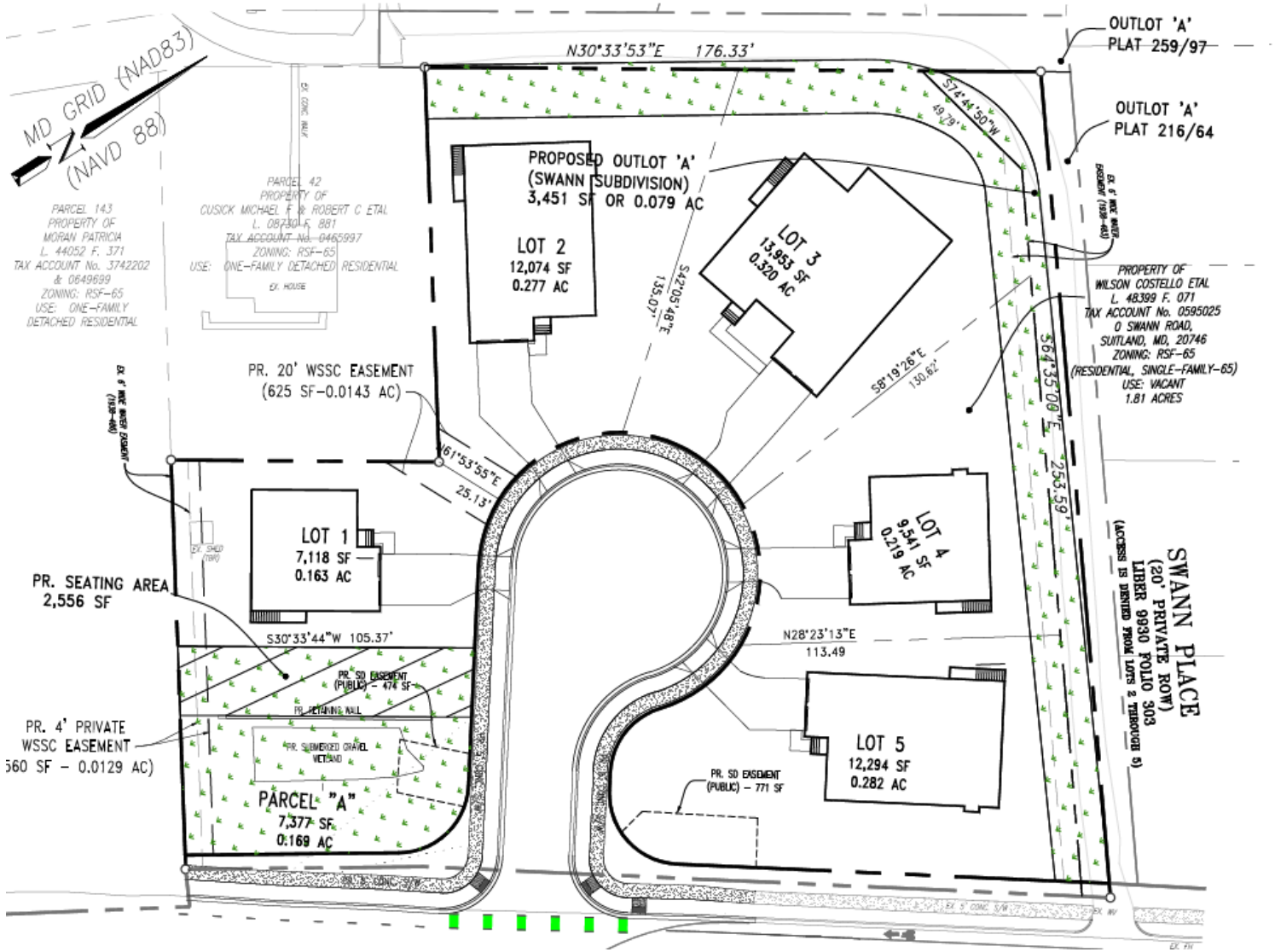
MASTER PLAN RIGHT-OF-WAY MAP



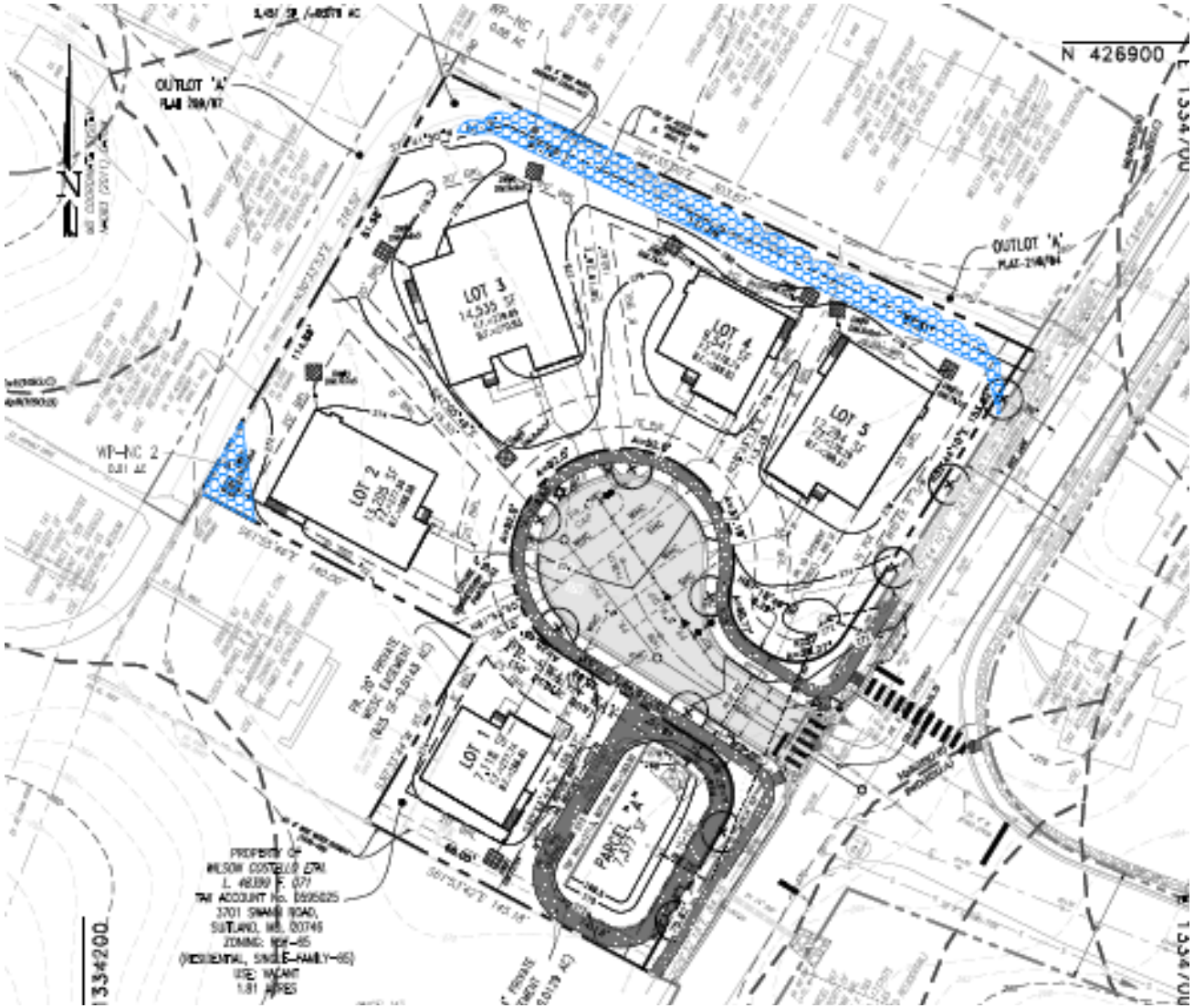
DETAILED SITE PLAN



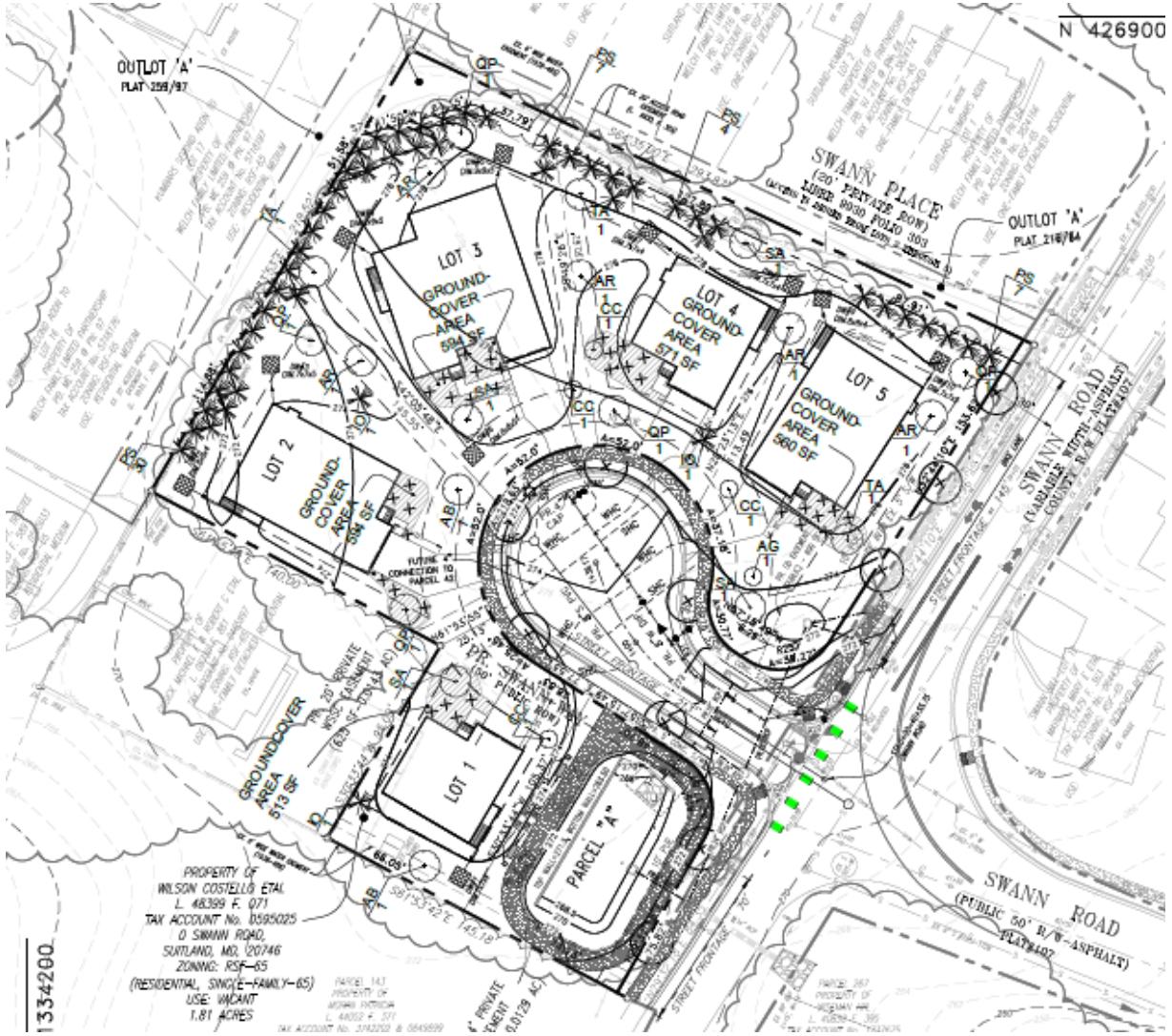
OPEN SPACE SET-A-SIDE EXHIBIT



TYPE 2 TREE CONSERVATION PLAN



LANDSCAPE PLAN



COLOR RENDERING OF LOT 3 ARCHITECTURE

SWANN RD DEVELOPMENT

SWANN RD, SUITLAND, MD 20746

CLIENT
TEAMPMG, LLC
CONTACT: COSTELLO WILSON
ADDRESS: 805 15TH STREET NW #100
WASHINGTON, DC 20005
PHONE: 202-498-7108
EMAIL: CWILSON@TEAMCPN.COM

ARCHITECT
CAMPBELL ARCHITECTS, LLC
CONTACT: JOHNATHAN CAMPBELL
ADDRESS: 15602 BEECHTREE PARKWAY
UPPER MARLBORO, MD 20774
PHONE: 443-459-1644
EMAIL: JOHNATHAN@CAMPBELLARCHITECTSDC.COM

CIVIL ENGINEER
ELITE ENGINEERING, LLC
CONTACT: ASKO MILJKOVIC
ADDRESS: 6305 IVY LANE SUITE 225
GREENBELT, MD
PHONE: 240-206-8055
EMAIL: amiljkovic@eliteeng.co

STRUCTURAL ENGINEER
AST CONSULTANTS
CONTACT: AMRISH PATEL
ADDRESS: 7894 JAMES AVE
ELLICOTT CITY, MD
PHONE: 410-456-2402
EMAIL: ASTCONSULTANT@GMAIL.COM









CA‡DC
CAMPBELL ARCHITECTS DESIGN CONSULTING

CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND
WWW.CAMPBELLARCHITECTSDC.COM
PHONE: 443-459-1644

Draft

NEW SINGLE FAMILY HOME
SWANN RD
SUITLAND, MD 20746

JEROME VEST

ORIGINAL DRAWING DATE: 6/13/2023

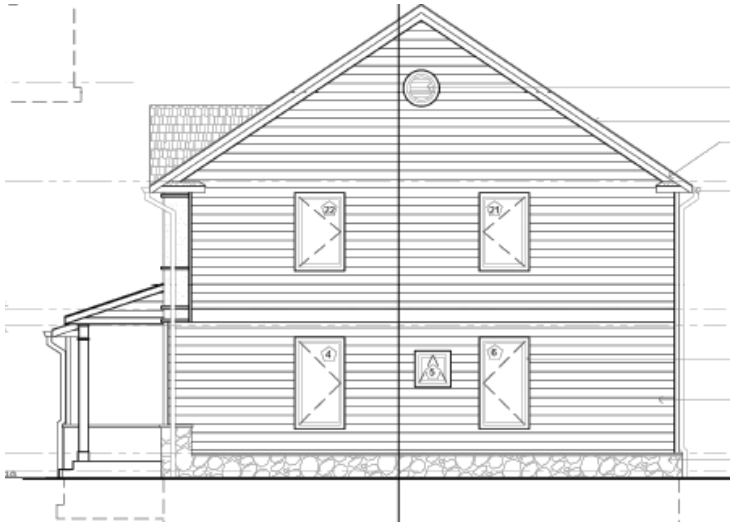
NO.	REVISION/DESCRIPTION	DATE

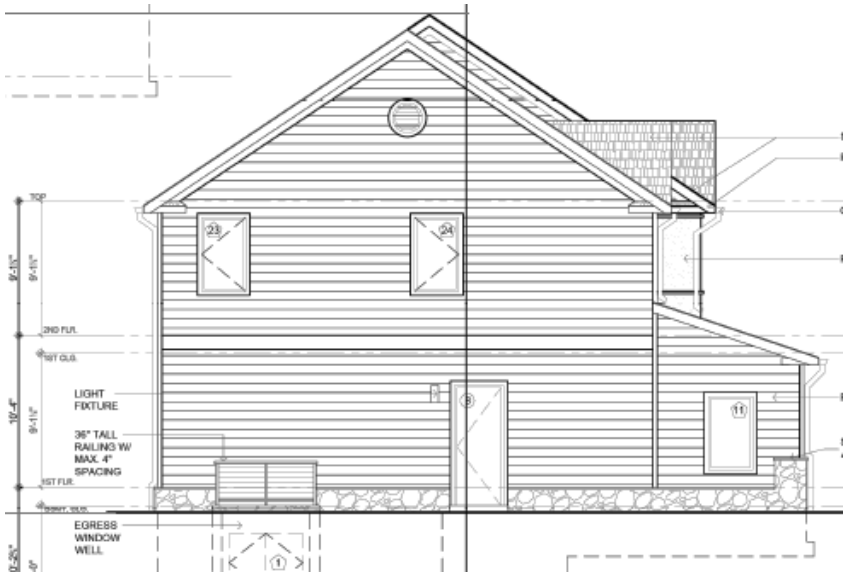
DRAWING TITLE
COVER SHEET
GENEVA

SCALE AS NOTED
PROJECT NO. 22.059
DRAWN BY: BSANON
CHECKED BY: JCAMPBELL
DRAWING NUMBER:
0000

LOTS 1 & 4 – EXTERIOR ELEVATIONS



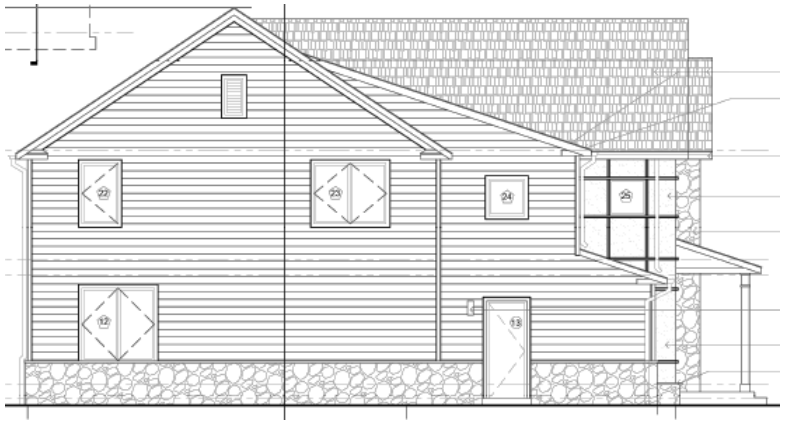




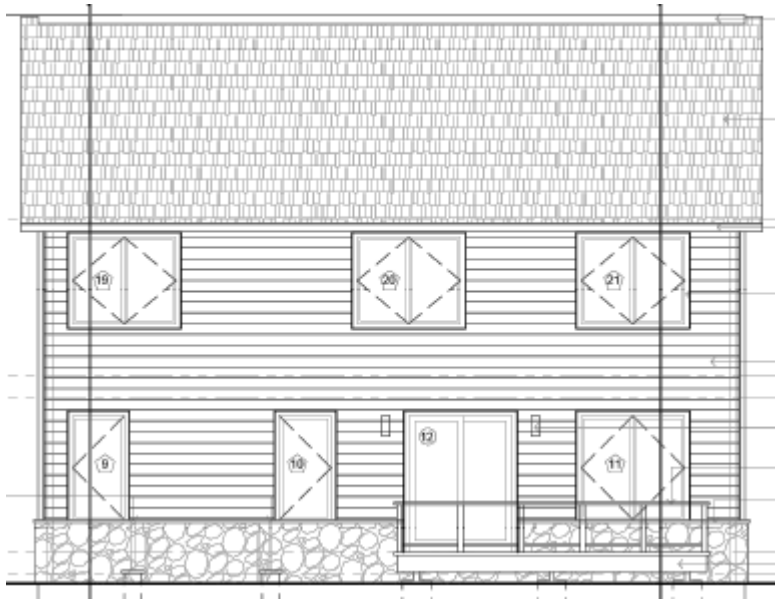


LOTS 2 & 5 – EXTERIOR ELEVATIONS









LOT 3 – EXTERIOR ELEVATIONS









STAFF RECOMMENDATION

APPROVAL with conditions:

- Detailed Site Plan DSP-2026-0023
- Type 2 Tree Conservation Plan TCP2-2026-0055

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 1/30/2026
- Acceptance Mailing: 7/23/2026

ELITE ENGINEERING, 6305 Ivy Lane, Suite 225
Greenbelt, MD 20770
Tel. **(240) 206-8055**

August 25, 2026

Environmental Planning

Division
Maryland National Capital Park and Planning Commission (M-NCPPC)
1616 McCormick Drive,
Largo, MD 20774

RE: Swann Subdivision
Statement of Justification for
Detailed Site Plan, DSP-2026-0023

Dear Planning Division:

On behalf of the property owner, Wilson Costello, we respectfully request a determination confirming that the Detailed Site Plan for the subject property is in conformance with:

1.0 Conformance with the Conditions of PPS-2023-001
2.0 Conformance with the Conditions of Certificate of Adequacy ADQ-2024-023
3.0 Conformance with the Requirements of the RSF-65 Zone
4.0 Conformance with the Requirements of Development Standards Contained in the Zoning Ordinance
5.0 Detailed Site Plan Decision
6.0 Approved Countywide Green Infrastructure Plan
7.0 Conclusion

PROJECT DESCRIPTION:

The Applicant seeks approval of a Detailed Site Plan for approximately 5 single family detached lots, stormwater management Parcel "A" and private access road Outlot 'A'. The single-family detached lots are proposed on a new cul-de-sac to minimize the limit of disturbance and impact to the adjacent properties and public ROW.

A new zoning ordinance went into effect on April 1, 2022. The subject property is currently zoned RSF-65 (Residential, Single-Family-65). Per Section 27-1904(b), the Applicant is choosing to proceed under the current zoning ordinance.

Therefore, the Applicant seeks approval of a Detailed Site Plan of subdivision consists of five (5) single-family detached dwellings which shall meet Zoning ordinance for Residential Zone RSF-65.

The project site is located along Swann Road, Suitland, Prince George's County, Maryland. The location is approximately 0.75 miles southeast from the intersection of Swann Road and Silver Hill Road; Tax Map 88/Grid E1-E2 within the general area of Swann Court, Swann Road, and Swann Place. Directly west of 3622 Swann Road and 3700 Swann Road and directly north of 3718 Swann Road and 3707 Swann Road.

The project site is approximately 1.81 acres and zoned RSF-65; prior zoning being R-55/DDO. The existing condition is currently undeveloped, wooded with no specimen trees, streams, wetlands, 100-year floodplain, environmental buffers, or steep slopes within its boundary.

Surrounding the site are residentially developed lots to the north, east, south and west. The Washington Metro Transit Authority – Green Line Metro and Suitland Parkway also flank the project site to the south in the rear of the existing homes mentioned above.

Proposed construction consists of five (5) single residential homes, public cul-de-sac road ("Swann Way"), stormwater management facilities, and utilities.

1.0 CONFORMANCE WITH THE CONDITIONS OF PPS-2023-001

Preliminary Plan of Subdivision PPS-2023-001 was approved by the Prince George's County Planning Board at its meeting of October 9, 2025 subject to 11 conditions. The conditions are set forth in Prince George's County Planning Board Resolution PGCPB No. 2025-096. Each of the conditions is set forth below, with a comment addressing the applicability of or conformance with each condition.

1. Prior to signature approval, revise the preliminary plan of subdivision as follows:

(a) **Revise the property boundary to correct the overlap with Outlot 'A', Kumbar's Second Addition to Suitland (Plat Book ME 259 Plat No. 97).**

(b) **Revise General Notes 6, 7, and 14 to correct the property area after revision of the property boundary.**

(c) **Revise the label for Swann Place to "private right-of-way" instead of "private gravel road."**

(d) **Revise General Note 22 to state that the mandatory dedication of parkland requirement is being addressed by providing a payment of a fee-in-lieu.**

(e) **Revise the parcel table to state that the proposed Outlot 'A' is to be conveyed to owners of Parcel 141.**

(f) **Revise the site area table to remove the area of Outlot 'A' (Plat 259-97).**

2. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 42789-2021-0 and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations.

3. Prior to approval, the final plat of subdivision shall include:

(a) **The granting of a minimum 10-foot-wide public utility easement along Swann Road and the proposed cul-de-sac right-of-way, in accordance with Section 24-4205 of the Prince George's County Subdivision Regulations, andas shown on the approved preliminary plan of subdivision.**

(b) **Dedication of the public right-of-way along the frontage of Swann Road and Swann Way, as shown on the approved preliminary plan of subdivision, in accordance with Section 24-4201(c) of the Prince George's County Subdivision Regulations.**

(c) **A note that any direct vehicular access to Outlot 'A' (existing 20-foot-wide private right-of-way) from Lots 2, 3, 4, and 5 shall be denied.**

4. **Prior to approval of any building permit, pursuant to Section 24-4102(f) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate due diligence in obtaining agreement for conveyance and convey Outlot 'A' to the abutting property owner of Parcel 141. Should the property owner of Parcel 141 not accept the additional land, Outlot 'A' shall be retained by the owner of Parcel 142.**

5. **In accordance with the 2014 *Approved Southern Green Line Station Area Sector Plan* and the 2009 *Approved Countywide Master Plan of Transportation*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show the locations and extent of the following facilities at the time of site plan:**

(d) **Show and label the existing bicycle lane along Swann Road.**

(e) **A minimum 5-foot-wide sidewalk along the entire property frontage of Swann Road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

(f) **A minimum 5-foot-wide sidewalk along both sides of the internal public road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.**

6. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-2025-0024), in accordance with Section 25-121 of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-2025-0024 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

7. **Prior to issuance of any permits for this subdivision, and in conformance with**

8. **Section 25-119(a)(2) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, a Type 2 tree conservation plan (TCP2) shall be approved.**

9. **Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision, in accordance with Section 24-3402(c)(2)(B)(ii) of the Prince George's County Subdivision Regulations. The draft covenants shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department, to ensure that the rights of the Prince George's County Planning Board are included. The book/page of the declaration of covenants shall be noted on the final plat, prior to recordation.**

10. **In accordance with Section 24-4102(f) of the Prince George's County Subdivision Regulations, prior to approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall convey land to a homeowners association (HOA), as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:**

    (a) **A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department.**

    (b) **All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.**

    (c) **The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.**

    (d) **Any disturbance of land to be conveyed to the HOA shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.**

    (e) **Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.**

    (f) **Covenants recorded against the conveyed property ensuring retention and future maintenance of the property by the HOA, including the reservation**

of the right of approval by the Prince George's County Planning Director.

2.0 CONFORMANCE WITH THE CONDITIONS OF CERTIFICATE OF ADEQUACY ADQ-2023-004

Certificate of Adequacy ADQ-2023-004 was approved by the Planning Director on February 5, 2026 subject to 2 conditions. Each of the conditions is set forth below, with a comment addressing the conformance of the DSP with each condition.

1. **Total development within the subject property shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.**

2. **Prior to approval of final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall pay a fee-in-lieu of the mandatory dedication of parkland requirement for all new residential lots, in conformance with Section 24-4507 of the Prince George's County Subdivision Regulations.**

3.0 CONFORMANCE WITH THE REQUIREMENTS OF THE RSF-65 ZONE

The Zoning Ordinance contains regulations for each zoning category. These regulations outline the purpose of the zone and include Intensity and Dimensional Standards. For the RSF-65 Zone, these provisions are found in Section 27-4202(c) of the Zoning Ordinance.

Section 27-4202(c)(1) sets forth the purposes of the RSF-65 Zone. The purposes are as follows:

(A) To provide for and encourage variation in the size, shape, and width of single-family detached residential subdivision lots, in order to better utilize their natural terrain;

COMMENT: The 2013 Subregion 4 Master Plan and Sectional Map Amendment recommended the development of single-family detached dwelling units. The approved preliminary plan of subdivision reconfigures the previously approved subdivision into fewer lots, and each lot satisfied the minimum lot size of 6,500 square feet. The reconfiguration of the lotting pattern was to allow for the layout to better utilize the natural terrain.

(B) To facilitate the planning of single-family residential developments with moderately large lots and dwellings of various sizes and styles;

COMMENT: The approved subdivision proposes single-family residences with lots which conform to the requirements of the RSF-65 Zone. The dwelling proposed are contextually compatible and attractive. Three (3) models are proposed. The proposed homes are two story colonial homes with varying exterior finishes and architectural features which will provide architectural variety. All the homes offer a two-car integrated garage, and a three-car garage option is available on all of the models.

(C) To encourage the preservation of trees and open spaces; and

COMMENT: The original subdivision layout did not provide opportunities for the on-site preservation of woodlands.

(d) To prevent soil erosion and stream valley flooding.

COMMENT: Prior to the filing of the Preliminary Plan, the Applicant obtained approval of a Site Development Concept Plan addressing stormwater management and provided an erosion and sediment control plan. In addition, the Applicant obtained approval of a Natural Resource Inventory, which confirms that no wetlands or streams are located on site. This, the proposed plan is designed to prevent soil erosion and stream valley flooding.

Section 27-4202(c)(2) sets forth the Intensity and Dimensional Standards. As reflected on the Detailed Site Plan, and as addressed in greater detail below, the proposed development conforms with the Intensity and Dimensional Standards to the extent possible. For ease of reference, the applicable Intensity and Dimensional Standards are set forth below:

- **Density: Maximum 6.7 dwelling units per acre.**

COMMENT: The proposed development is 2.9 dwelling units per acre, which conforms to this standard.

- **Net lot area: The minimum net lot area is 6,500 square feet.**

COMMENT: All the lots approved with the preliminary plan and shown on the DSP exceed the minimum lot area of 6,500 square feet.

- **Lot Width, Minimum: 65 feet.**

COMMENT: All of the lots have a minimum lot width of at least 65 feet, which conforms to this standard.

- **Lot frontage (width) at front street line, minimum: 70 feet.**

COMMENT: Each lot will be a minimum of 45 feet at the front street line, conforming to this standard.

- **Lot Coverage, max. (% of net lot area): 35**

COMMENT: The lot coverage will not exceed 35% on any of the lots.

- **Front yard depth: 25 feet.**

COMMENT: The building restriction line of 25 feet is shown on the detailed site plan and

all homes conform to this standard.

- **Side yard width: Minimum 8 feet.**

COMMENT: The detailed site plan depicts the required 8’ side yard and all proposed homes conform to this standard.

- **Rear Yard depth: Minimum 20 feet.**

COMMENT: The minimum rear yard depth shown is 20 feet, which conforms to this standard.

- **Principal structure height: Maximum 40 feet.**

COMMENT: The maximum building height will not exceed 40 feet, as required by the standard.

- **Accessory Structure height: Maximum 15 feet.**

COMMENT: No accessory structures are currently shown or proposed.

4.0 CONFORMANCE WITH THE REQUIREMENTS OF DEVELOPMENT STANDARDS CONTAINED IN THE ZONING ORDINANCE

Detailed Development Standards are set forth in Part 27-6 of the Zoning Ordinance. Per Section 27-6101, these standards are applicable to all development projects in Prince George's County.

PART 27-6: DEVELOPMENT STANDARDS

Set forth below are the applicable development standards. These development standards are reproduced from the Zoning Ordinance, with comments regarding the conformance of the proposed DSP provided in **red.**

Sec. 27-6200 Roadway Access, Mobility, and Circulation

27-6206. Vehicular Access and Circulation

(1) **Definition of Street Functional Classification**

All public streets will be classified by the County according to the system of functional classification defined in the Approved Countywide Master Plan of Transportation (as may be amended from time to time) and shall be designed and constructed to the County's adopted street design standards as authorized by Subtitle 23, Roads and Sidewalks, of the County Code. Within the Regional Transit Districts and Local Centers as designated by the General Plan (as may be amended from time to time), the Prince George's County Urban Street Design Standards shall apply.

COMMENT: Noted

(2) **Vehicular Accessway Classifications**

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

a. **Driveways**

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones and are not considered streets.

COMMENT: Each proposed home has a garage which is accessed by a driveway extending from the garage to the street on which the lot fronts.

b. **Alleys**

i. Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street unless such dwelling front instead on common open spaces such as a mews or courtyards.

ii. Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the

standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.

COMMENT: All lots have frontage on and access to a public street. No alleys are required or proposed.

c. **Connectivity**

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

COMMENT: The proposed accessways connect to public streets. Improvements to these public streets will conform to all requirements of Subtitle 23, subject to approval by DPIE.

(3) **Required Vehicular Access and Circulation**

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks.

COMMENT: The DSP complies with this requirement. The proposed development will be accessed from public streets which will be improved to conform to the standards in Subtitle 23: Roads and Sidewalks.

(4) **Vehicular Access Management**

a. **Limitation on Direct Access Along Arterial, Major Collector, and Collector Streets**

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial, major collector, or collector street only if:

i. No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;

ii. Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial, major collector, or collector

street, and no more than one additional two-way driveway or pair of one-way driveways per additional 200 feet of frontage; and

iii. The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial, major collector, or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial, major collector, or collector street.

COMMENT: The Subject Property fronts on public roadways which are lower-classified roadways. Access to these roadways is permitted. No access to an arterial, major collector, or collector street is proposed. Thus, the proposed subdivision conforms with the limitations on access set forth in Section 27-6206(d)(1).

b. **Limitation on Direct Driveway Access along Other Streets**

The following standards shall apply to vehicular access along a street other than an arterial, major collector, or collector street.

i. For single-family detached dwellings, two-family dwellings, and three-family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial, non-major collector, and/or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).

ii. For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.

COMMENT: This provision is not appliable because only single family detached homes are proposed.

iii. Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: Not applicable.

c. **Shared Driveways**

i. Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.

ii. Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: Not applicable, as no shared driveways are proposed.

(5) **Cross-Access**

a. **Purpose**

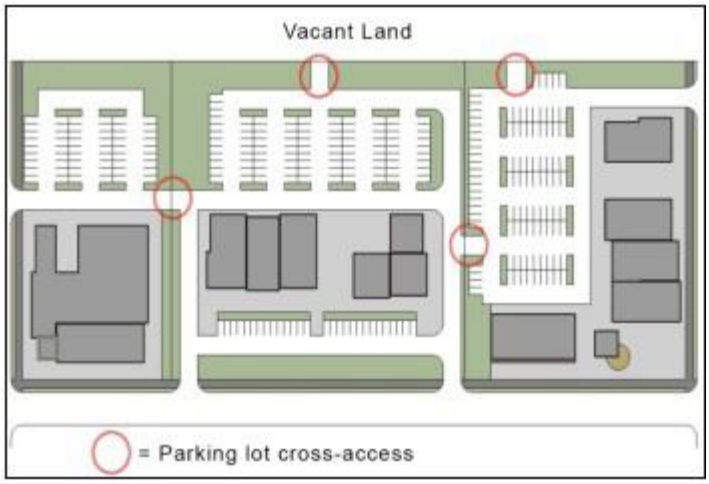
The purpose of the following vehicular connectivity standards is to enhance safe and convenient mobility within and between neighborhoods and developments that helps integrate and connect neighborhoods, allow residents to conveniently visit neighbors and nearby activity centers without compromising the capacity of the County's streets to accommodate through-traffic, improve opportunities for comprehensive and convenient transit service, enhance efficient provision of public services, and improve the speed and effectiveness with which emergency services and police and fire protection can be provided to County residents and lands.

b. **Cross-Access Between Adjoining Developments**

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

i. The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone (see Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Developments).

Figure 27-6206(e)(2): Cross-Access Between Parking Areas of Adjoining Development



COMMENT: The Subject Property's vehicular access is through adjoining developments on roadways intended to serve the Subject Property. Matthew Road, which was originally platted to extend to the southern property lone, is being terminated because the abutting property was later subdivided to remove the potential to connect to the adjoining development. The DSP conforms to this standard.

i. Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.

ii. The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross–access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.

iii. Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development.

COMMENT: There are no internal driveways proposed which would allow for cross access. These standards do not apply to the proposed development.

(f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development

(1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

Table 27-6206(f)(1): Minimum Street Connectivity Index	
Zone Where Development is Proposed	**Minimum Connectivity Index Score**
Located in Residential and Planned Development Zones	1.50
Located in Nonresidential and Transit-Oriented/Activity Center Zones	1.4

(2) Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-de-sac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

In the diagram, there are 33 links and 18 nodes; therefore the connectivity index is 1.83 (33/18 = 1.83).

Figure 27-6206(f)(2): Street Connectivity Index



(3) Reduction in Minimum Index Score

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

COMMENT: The Applicant provided an exhibit at the time of preliminary plan that demonstrates that the proposed development achieves a connectivity index of 3.5, which exceeds the minimum connectivity index requirement of 1.5 for land in a residential zone.

(g) Pedestrian Connections

(1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:

(A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and

(B) Can be connected to an existing or proposed sidewalk, trail, greenway or other type of pedestrian connection.

COMMENT: Swann Road is a through street that continues through the property and accesses the abutting park property. Swann Way is a cul-de-sac street connecting Lots 1-5 to a public accessed road.

(2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.

COMMENT: There is no vacant adjacent land which can be developed in the foreseeable future.

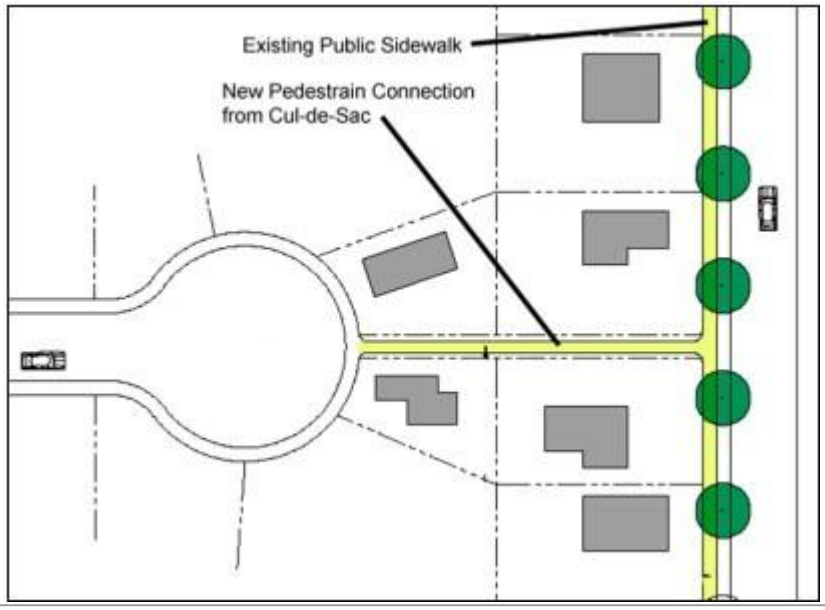
The Subject Property is an infill development wholly surrounded by existing development.

(3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.

(4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.

COMMENT: See the response above. No pedestrian connection can be made that is more proximate than extending the existing sidewalk system.

Figure 27-6206(g): Pedestrian Connections



(h) External Street Connectivity

(1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands

where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.

(2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.

(3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.

(4) The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: There are no opportunities to provide additional external street connectivity.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

COMMENT: Swann Road is a dedicated public street which will be utilized to support the proposed lots.

(j) Traffic-Calming Measures for Private Streets

(1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.

(2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.

(3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:

(A) Stop signs at street intersections;

Figure 27-6206(j): Traffic-Calming Measures



(B) Mini-roundabouts at intersections;

(C) Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;

(D) Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;

(E) Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and

(F) Speed tables, raised intersections or elevated pedestrian street crossings.

(4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

COMMENT: A speed hump currently exists on Swann Road just as it enters the Subject Property, satisfying the intent of this standard. The speed hump can be seen on the image below:



(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

(A) Environmental or topographic constraints exist;

(B) The site has an irregular shape;

(C) A longer block will reduce the number of railroad grade or water body crossings; or

(D) Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

COMMENT: Section 27-2500 defines "Block" as "The land lying within an area bounded on all sides by streets." The distance between the intersection of Swann Road and Meadowview Drive

and the entrance to Swann Subdivision is less than 1000 feet. There is no opportunity to create a shorter block.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

COMMENT: The width of the block accommodates lots facing each side of both public roads to provide for an appropriate and compatible lot layout.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

COMMENT: The subject property is zoned RSF-65. Block length is less than 800 feet.

General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

COMMENT: Not applicable as the Subject Property does not abut an existing or proposed transit route.

(l) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

(A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

(B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

COMMENT: This provision is not applicable because the proposed development is for single family detached homes.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

COMMENT: The DSP complies with this standard. All driveways access garages within the dwelling.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

COMMENT: There are no existing or proposed driveway, parking lot aisle or roadway intersections for the proposed driveways to align with.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

COMMENT: There are no internal driveways which this standard would apply to.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

(i) No signage is included within the median other than traffic signs and a single monument sign;

(ii) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and

(iii) The minimum driveway width is maintained for each travel and turning lane.

COMMENT: Not applicable as no median is proposed on the abutting public streets.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

(A) Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses

Use or Activity (1)	Minimum Number of Stacking Spaces	Measured From
Bank or financial Institution, with drive-through service or with automated teller machine (ATM) as an accessory use	3 per lane	Teller window or teller machine
Gas station	1	Each end of the outermost gas pump island
Gated driveway (for any principal use)	3	Gate
Nursing or care home	3	Building entrance
Recycling collection center	3 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, automatic	6 per bay	Bay entrance
Personal Vehicle Repair and Maintenance, specifically with car wash and auto detailing, self-service	2 per bay	Bay entrance
Consumer goods establishment, with drive-through service	4 per lane	Window
All personal service uses with drive-through service	4 per lane	Window
Personal Vehicle Repair and Maintenance, specifically with oil change/lubrication shop	3 per bay	Bay entrance
Restaurant, quick-service, with drive-through service (2)	6	Order box
School, private not located in the RTO-H, RTO-L, RTO-PD, LTO, LTO-PD, TAC, TAC-PD, NAC, or NAC-PD zones	6 spaces	Primary Building entrance, if this is the primary location for student pick-up/drop-off

Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses		
Use or Activity (1)	**Minimum Number of Stacking Spaces**	**Measured From**
	8 spaces	Designated student waiting area, if this is the primary location for student pick-up/drop-off
Other	Uses not specifically listed are determined by the Planning Director based on standards for comparable uses, or alternatively based on a parking demand study	
NOTES: (1) See PART 27-5: Use Regulations. (2) Restaurants with drive-through service shall provide at least four additional stacking spaces between the order box and the pick-up window.		

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

(i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;

(ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;

(iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and

(iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways

Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

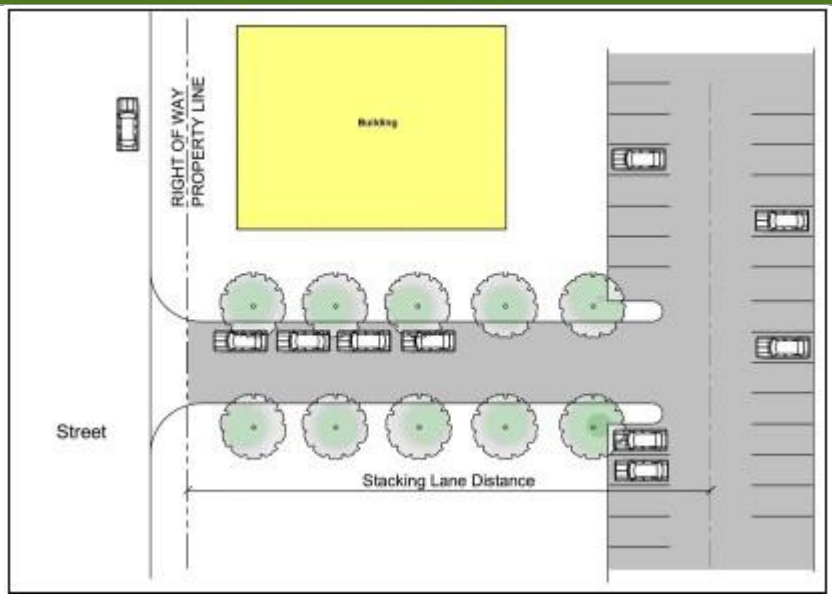
Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway	
Number of Off-Street Parking Spaces (1)	**Minimum Stacking Lane Distance (ft) (2)**
1 - 49	25
50 – 249	50
250 – 499	100
500 or more	100 + 15 ft for every additional 50 spaces beyond 500

NOTES:

(1) Entrances into parking structures may be credited towards the stacking lane distance standard provided the parking structure entrance is accessed from a development driveway and not a primary drive aisle.

(2) Stacking lane distance is measured from the intersection of the driveway with the street right-of-way, along the centerline of the stacking lane, to its intersection with the centerline of the first entrance into a parking area or other internal intersecting driveway.

Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway



(CB-015-2024)

COMMENT: This provision is not applicable to the proposed development.

27-6207. Pedestrian Access and Circulation

(a) Required Pedestrian Access

(1) General Pedestrian Access

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

(A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);

(B) Off-street parking bays;

(C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and

(D) Recreation facilities and other common use areas and amenities.

COMMENT: Sidewalks are provided on both sides of all streets serving the development.

(2) Sidewalks Required

(A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).

(B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

(C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.

COMMENT: Sidewalks are provided on both sides of all streets serving the development.

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow

multifamily residential, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross–access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.

(3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

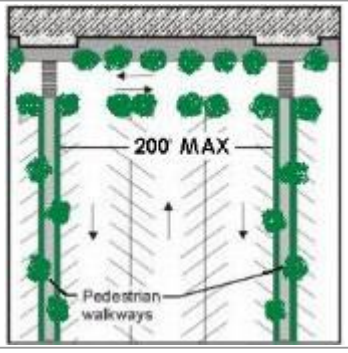
(4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages

(A) General Standards

(i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).

(ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.

Figure 27-6207(b)(4): Pedestrian Walkways Through Vehicular Parking Area



(iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

COMMENT: This requirement does not apply because the proposed development is single-family detached housing. However, sidewalks are provided on both sides of the streets and the sidewalk system provides convenient connection to an existing sidewalk along Swann Road.

(B) Walkway Standards

Required pedestrian walkways shall:

(i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;

(ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

COMMENT: This standard is not applicable but the proposed sidewalks are 5 feet wide.

27-6208. Bicycle Access and Circulation

(a) Required Bicycle Access

(1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

(A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;

(B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;

(C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and

(D) Connections to any recreational amenities internal to the development, such as open space.

COMMENT: The proposed development is for single family detached homes with integraged garages. Parking for bicycles can be accommodated in the garages provided.

(2) Required Bikeway Network Improvements

(A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: The Applicant has depicted a share the road markings on Swann Road.

(b) Bicycle Connectivity Between Developments

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross–access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

(3) Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: This standard does not apply as the proposed development is for single family detached homes.

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities

Required bicycle paths shall:

(A) Allow two-way bicycle circulation;

(B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;

(C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and

(D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.

COMMENT: No off street bicycle paths are required or provided in the development.

(2) On-Street Bicycle Facilities

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

COMMENT: Bicycle lane currently exists on Swann Road but bicycle lanes or shared road markings are required by Condition 8 of the Preliminary plan, subject to approval by DPIE. Shared road markings are depicted on the DSP.

(d) Waiver

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

COMMENT: Noted.

Sec. 27-6300 Off-Street Parking and Loading

27-6303. Parking Plan or Site Plan Required

All development applications subject to review for compliance with the standards of this Section shall include a parking plan, unless a site plan meeting the requirements of this Section is submitted. A parking plan may be combined with the circulation plan required in Section 27-6204, Circulation Plan or Site Plan Required, for developments meeting the threshold required in that Section. A parking plan may also be combined with the alternative parking plan required by Section 27-6307(a), General; Alternative Parking Plan, should the applicant wish to seek off-street parking alternatives. The parking plan or site plan shall accurately designate the number and location of required parking spaces, access aisles, and driveways, and the relation of the off-street parking facilities to the development they are designed to serve, including how the parking facilities coordinate with the pedestrian, bicycle, transit, and vehicular circulation systems for the development. In addition, the parking plan or site plan shall accurately designate the location and design of sidewalks, bike paths, pedestrian or bicycle pavement striping, and any other pedestrian or bicycle pathways.

COMMENT: Each of the proposed homes provides a minimum 2-car garage to accommodate the required parking.

27-6304. General Standards for Off-Street Parking and Loading Areas

(6) Use of Parking and Loading Areas

a. General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

b. Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

COMMENT: No off-street parking and loading areas are provided as this is a single family detached subdivision.

(7) Surfacing

a. General

i. Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.

ii. Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:

1. Agricultural research facilities;
2. Farm supply sales or farm machinery/implement sales, rental, or repair; and
3. Cemeteries.

COMMENT: This standard is not applicable as no off-street parking and loading areas are provided.

b. Pervious or Semi-pervious Surfacing

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with on-site stormwater control devices (see Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot).

Figure 27-6304(b)(2): Use of Pervious Materials in a Parking Lot



COMMENT: Not applicable, as no off street parking lots are provided.

(8) **Location and Arrangement**

a. **Safe and Convenient Access**

i. Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

ii. Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so no parking or maneuvering incidental to parking shall occur on a public street or sidewalk.

iii. Except for off-street parking areas serving single-family detached, two-family, and three-family dwellings, off-street parking areas shall be arranged so an automobile may be parked or un-parked without having to move another automobile, unless within an automated or mechanical parking deck or garage, or part of valet or tandem parking in accordance with Section 27-6307, Off-Street Parking Alternatives.

iv. Off-street loading areas shall be arranged so no loading berth extends into the required aisle of a parking lot.

b. **Backing onto Streets Prohibited**

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: All houses will have a minimum two car garage. No loading spaces are required.

(9) **Markings**

a. Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas, and labeling of the pavement—shall be maintained to be readily visible at all times. The following uses are exempt from the requirements to mark parking and loading areas:

i. Single-family detached dwellings;

ii. Two-family dwellings;

iii. Three-family dwellings; and

iv. Uses in the Rural and Agricultural base zones, other than agricultural research facilities; farm supply sales or farm machinery/implement sales, rental, or repair; and cemeteries.

b. One-way and two-way accesses into parking facilities shall be identified by directional arrows. Any two-way access where parking is located at any angle other than 90 degrees to a street shall be marked with a traffic separation stripe running the length of the access. This requirement does not apply to parking lot drive aisles.

COMMENT: The DSP is exempt from this requirement per subsection (a)(i) above.

Exterior Lighting

Lighted off-street parking and loading areas shall comply with the standards of Section 27-6700, Exterior Lighting.

COMMENT: Street lighting will be provided per DPIE standards. No off-street parking in the form of a parking lot is provided.

(10) **Wheel Stop Requirements**

a. Off-street parking areas, except for below-grade or completely enclosed garages, shall comply with the landscaping standards of the Landscape Manual.

b. Any parking space in a gravel, crushed stone, or similar material lot, at the edge of a parking lot where the parking surface is adjacent to a downward slope of more than five percent, or at the edge of a parking lot where the parking surface ends at a concrete curb or vertical divider, shall include a permanently anchored wheel stop installed at the end of the parking space opposite the drive aisle.

c. Wheel stops, when used, shall be made of concrete, metal, or other material of comparable durability, and shall be at least six feet long and at least six inches high.

COMMENT: This standard is not applicable to the proposed development.

(11) **Accessible Parking for Persons with Physical Disabilities**

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: The proposed dwellings will be designed to comply with applicable ADA standards.

(12) **Maintained In Good Repair**

a. **Maintained at All Times**

All off-street parking and loading areas shall be maintained in safe condition and good repair at all times so as not to constitute a hazard to public safety or a visual or aesthetic nuisance to surrounding land.

COMMENT: Noted.

(13) **Large Vehicular Use Areas (300 or More Spaces)**

Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

a. **Primary Drive Aisle**

i. Primary drive aisles within vehicular use areas shall be designed to appear as an extension of the public street network extending from the public right-of-way along the full length of the primary facades of structures being served by the drive. The primary drive aisle(s) shall comply with the following standards (see Figure 27-6304(i)(1): Location of Primary Drive Aisle):

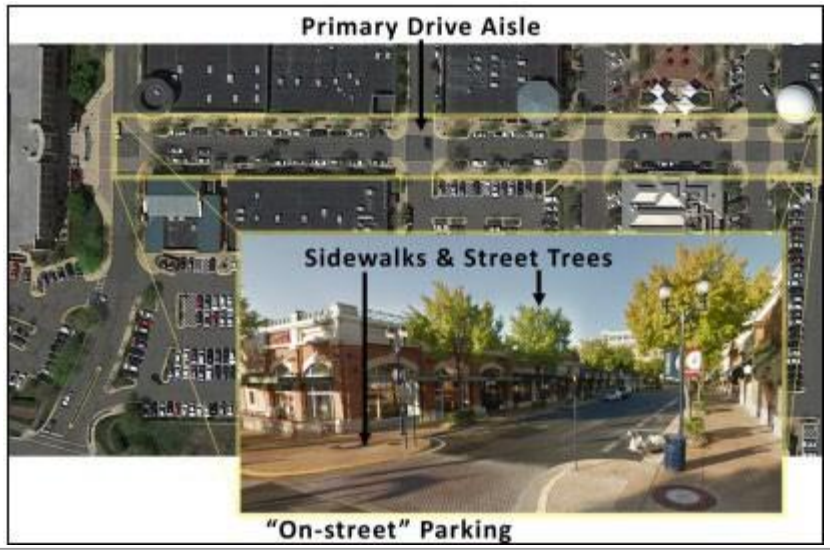
ii. Have a minimum cross-section width between curbs to serve two travel lanes and accommodate parallel parking spaces along both sides of the drive aisle in areas not needed for turning movements;

iii. Be striped to designate parallel parking spaces, where appropriate;

iv. Include a sidewalk or curb-delineated pedestrian path along the front façade of a building when the drive aisle is aligned parallel to that building façade; and

v. Provide shade trees along both sides of the primary drive aisle.

Figure 27-6304(i)(1): Location of Primary Drive Aisle



COMMENT: This provision is not applicable to the Subject Property as there are no surface parking areas exceeding 300 spaces.

(2) Pedestrian Pathways

The vehicular use area shall provide fully-separated, improved pedestrian pathways that (see Figure 27-6304(i)(2): Example of Pedestrian Pathways):

i. Are provided, at a minimum, every six parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension;

ii. Are enhanced with planted landscaping strips;

iii. Include, to the maximum extent practicable, a pathway aligned with and perpendicular to the primary entrance into the building served by the parking lot;

iv. Are paved with asphalt, cement, brick or stone pavers, or other comparable material;

v. Are of contrasting color or materials when crossing drive aisles;

vi. Are in compliance with applicable State and Federal requirements while at a minimum are at least four feet wide when located within planting strips, and ten feet wide when crossing drive aisles;

vii. Connect to all existing or planned adjacent transit facilities; and

viii. Provide safe and efficient pedestrian access to the use they serve.

Figure 27-6304(i)(2): Examples of Pedestrian Pathways



COMMENT: This provision is applicable to large vehicular use areas with more than 300 parking spaces. The Subject Property does not contain more than 300 spaces and therefore this subsection is not applicable to this DSP.

27-6305. Off-Street Parking Space Standards

(a) Minimum Number of Off-Street Parking Spaces

Except as otherwise provided for multiple use developments (see Section 27-6305(c) below), new development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, based on the principal use(s) involved and the extent of development. Interpretation of the off-street parking space standards for uses with variable parking demands or unlisted uses is provided in Section 27-6305(b), Unlisted Uses.

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces

Principal Use Category	Principal Use Type	Off-Street Parking Standards						
		RTO and LTO Zones (Base and PD)		TAC Zone (Base and PD)		NAC (Base and PD)	Inside the Capital Beltway	All Other Areas in the County
		Core	Edge	Core	Edge			
Household Living Uses	Artists' residential studios	No minimum	0.75 per DU	1.0 per DU	0.75 per DU	1.5 per DU	1.0 per DU	1.5 per DU

TABLE 27-6305(a): Minimum Number of Off-Street Parking Spaces									
Principal Use Category	Principal Use Type	Off-Street Parking Standards							
		RTO and LTO Zones (Base and PD)		TAC Zone (Base and PD)		NAC (Base and PD)	Inside the Capital Beltway	All Other Areas in the County	
		Core	Edge	Core	Edge				
	Conversion of a single-family detached dwelling to add a maximum of two (2) additional dwelling units	Not applicable					2.0 per DU	3.0 per DU	
	Dwelling, live-work	Not applicable	1.0 per DU	1.0 per DU	1.0 per DU	1.0 per DU	2 per DU	2 per DU	
	Dwelling, multifamily	No minimum	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.2 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.0 per DU (all studio and 1 BR) to 1.35 per DU (all other unit types)	1.5 per DU	2.0 per DU	
	Dwelling, single-family detached	Not applicable					1.5 per DU	2.0 per DU	
	Dwelling, three-family	No minimum	1.0 per DU	1.0 per DU	1.2 per DU	1.0 per DU	1.2 per DU	1.5 per DU	
	Dwelling, townhouse	1.0 per DU	1.0 per DU	No minimum	1.5 per DU	1.5 per DU	2.0 per DU	2.0 per DU	
	Dwelling, two-family	Not applicable	1.5 per DU				1.5 per DU	2.0 per DU	
	Manufactured home park	Not applicable					1.5 per DU	2.0 per DU	
	Mobile home	Not applicable					1.5 per DU	2.0 per DU	

COMMENT: The proposed single family detached homes are not located inside the Capital Beltway and are therefore required to provide two parking spaces per unit for a total of 24

spaces. As noted above, each home will have a minimum two car garage, satisfying the required parking needs for the development.

Unlisted Uses

An applicant proposing to develop a use that is unlisted in Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, shall propose the amount of required parking by one of the three methods outlined in this Subsection. On receiving the application proposing to develop a use not expressly listed in Table 27-6305(a), with the proposed amount of parking, the Planning Director shall:

(1) Apply the minimum off-street parking space requirement specified in Table 27-6305(a) for the listed use that is deemed most similar to the proposed use;

(2) Establish the minimum off-street parking space requirement by reference to resources published by the Institute for Transportation Engineers (ITE), or other sources; or

(3) Require the applicant to conduct a parking demand study to demonstrate the appropriate minimum off-street parking space requirement. The study shall estimate parking demand based on an acceptable source of parking demand data. This demand study shall include relevant data collected from uses or combinations of uses that are the same or comparable to the proposed use in terms of density, scale, bulk, area, type of activity, and location.

COMMENT: None of the proposed uses are unlisted. Therefore, this provision is not applicable to the proposed development.

(b) Mixed-Use Developments and Shared Parking

(1) Developments consisting of a mix of uses shall provide parking based on their potential to share parking between uses and thus reduce the overall parking footprint that would result from each individual use meeting minimum standards. This includes, but is not limited to:

(A) Developments containing more than one principal institutional or commercial use; or

(B) One or more institutional or commercial uses along with at least one residential use; or

(C) Multiple industrial uses on a single property classified within the IH Zone; or

(D) Multiple industrial uses on one or more adjoining properties under the same ownership, and which are located not more than 1,000 feet away from each other, in the IH Zone.

(2) These developments shall provide parking spaces using the following shared parking method:

(A) Applicant determines the minimum parking requirement in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for each component principal use in the development.

(B) Applicant applies the time-of-day demand factors for each of the component uses in accordance with Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors. These represent the time-specific peak demand levels expected for each principal use.

(C) Applicant calculates the sum of each column in the resulting table (rounding down all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.

(D) Applicant uses the highest of these sums as the amount of parking required for the development. (This may be subject to further reduction factors and allowances described further in this Section.)

1. For any shared parking that includes an industrial use, the highest sum shall be greater than or equal to the minimum parking requirement for the use with the largest gross floor area. If the highest sum is less than the minimum parking requirement for the largest use, then the minimum parking requirement of the use with the largest gross floor area shall be required.

(E) An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area for at least 10 years, and include provisions for extending the agreement after that period of time. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

Table 27-6305(c)(1): Shared Parking Calculation, Time-of-Day Demand Factors						
Use	**Weekday, 2:00 am – 7:00 am**	**Weekday, 7:00 am – 6:00 pm**	**Weekday, 6:00 pm – 2:00 am**	**Weekend, 2:00 am – 7:00 am**	**Weekend, 7:00 am – 6:00 pm**	**Weekend, 6:00 pm – 2:00 am**
Office	20%	100%	20%	0%	10%	0%
Retail/ Commercial	0%	100%	80%	0%	100%	60%
Eating or Drinking Establishment	20%	80%	100%	20%	80%	100%
Residential	100%	60%	100%	100%	80%	100%
Hotel/Motel	100%	60%	100%	100%	60%	100%
Personal Services	20%	100%	40%	0%	60%	0%
Conference Center or Meeting Space	0%	60%	100%	0%	80%	100%
Industrial Uses	15%	15%	15%	15%	15%	15%
All Other Uses	Use 100% of requirements from Table 27-6305(a)					

(4) As an example of how this shared parking requirement is computed, consider the following hypothetical mixed-use development proposal, located in the core area of a Town Activity Center (TAC-Core) zone: 15,000 SF Office; 15,000 SF Conference/Meeting Space; 10,000 SF General Retail (Consumer Goods); 100 multifamily dwelling units; and 120 hotel rooms.

(A) Minimum requirements for each of these uses would be as follows:

Use	**Minimum Parking Spaces Required**
Office	38
Conference/Meeting Space (uses Conference or Training Center use in Parking Table)	30
General Retail	25
Multifamily Dwelling Units	120
Hotel Rooms	90

i. Applying these minimum requirements to the shared parking methodology would yield the need for 268 spaces, as shown in Table 27-6305(c)(3): Example Shared Parking Calculation, Time-of-Day Demand Factors. Without using the sharing calculation methodology, the development would require 303 spaces, an additional 35 over the shared approach.

Table 27-6305(c)(3): Example Shared Parking Calculation, Time-of-Day Demand Factors						
Use	**Weekday, 2:00 am – 7:00 am**	**Weekday, 7:00 am – 6:00 pm**	**Weekday, 6:00 pm – 2:00 am**	**Weekend, 2:00 am – 7:00 am**	**Weekend, 7:00 am – 6:00 pm**	**Weekend, 6:00 pm – 2:00 am**
Office	8	38	8	0	4	0
Retail/ Commercial	0	25	20	0	25	15
Eating or Drinking Establishment	-	-	-	-	-	-
Residential	120	72	120	120	96	120
Hotel/Motel	90	54	90	90	54	90
Personal Services	-	-	-	-	-	-
Conference Center or Meeting Space	0	18	30	0	24	30
SUM OF ALL SPACES	**218**	**207**	**268**	**210**	**203**	**255**

(5) An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area for at least 10 years, and include provisions for extending the agreement after that period of time. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared parking arrangement is proposed is located, for review and comment, and then to the appropriate attorney for the County for review and approval before execution. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

(6) These provisions shall not limit the opportunity to reduce the minimum number of required off-street parking spaces through approval of an alternative parking plan that justifies the feasibility of shared parking (see Section 27-6307(c), Shared Parking for Single-Use Developments) or through other provisions of this ordinance.

COMMENT: The proposed development is not mixed use. Therefore, this provision is not applicable to the proposed development.

2. **Maximum Number of Off-Street Parking Spaces**

The maximum number of off-street parking spaces allowed is listed in Table 27-6305(d): Maximum Number of Off-Street Parking Spaces. Existing parking areas in excess of this maximum shall not be required to remove excess parking.

Table 27-6305(d): Maximum Number of Off-Street Parking Spaces			
Zone	**Use**	**Maximum Number of Parking Spaces Allowed as a Percentage of Minimum (1)(2)**	
		Inside the Capital Beltway	**Outside the Capital Beltway**
Transit-Oriented/Activity Center base and PD zones	See Section 27-4204(a)(1)(E)(ii), Maximum Off-Street Vehicle Parking Spaces,		
All other base zones	Any use listed under the Commercial use classification	125 percent	140 percent
	Mixed-use development	125 percent	
	All other uses	No requirement	No requirement

NOTES:

2. Each percentage listed is the percentage of the minimum number of parking spaces required in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces. The maximum number of allowed spaces shall be rounded down to the nearest whole number. Parking spaces in structured parking facilities do not count toward the maximum allowed.
3. In the event there is no minimum number of parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, the maximum amount of off-street parking spaces allowed shall not exceed 1.0 spaces for every 150 sq. ft. of the first 3,000 sq. ft. of gross floor area (GFA) plus an additional 1.0 spaces for every 200 sq. ft. of GFA above the first 3,000 sq. ft.

COMMENT: As noted above, this requirement does not apply to residential uses.

2. **Electric Vehicle (EV) Charging Stations**

   a. Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

   b. Minimum EV Parking Spaces

      (A) On or after January 1, 2027, all new developments of the multifamily dwelling principal use type shall provide the minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(B) On or after January 1, 2027, all new developments of office uses shall provide a minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(C) On or after January 1, 2027, all new mixed-use developments shall provide a minimum number of EV-Ready and EVSE-Installed parking spaces in accordance with Table 27-6305(e): Minimum EV Parking Spaces.

(D) The number of parking spaces required under Subsections (A), (B) and (C) above shall be calculated as a percentage of the minimum number of spaces required by section 27-6305(a).

Table 27-6305(e): Minimum EV Parking Spaces		
USE	**EV-Ready Parking Spaces Required**	**EVSE-Installed Parking Spaces Required**
Uses in the Office Uses Principal Use Category	10%	5%
The Multifamily Dwelling Principal Use Type	10%	5%
Mixed Use Developments	10%	5%

(D) Developments subject to Subsections (A), (B) and (C) above shall have at least one (1) parking space equipped with an accessible charging station.

(i) Accessible charging stations should be in close proximity to the building entrance and shall be connected to a barrier-free accessible route of travel.

(ii) Accessible charging stations shall be maintained in compliance with accessibility guidelines under the Americans with Disabilities Act.

(iii) It is not necessary to designate the accessible electric vehicle charging station exclusively for the use of persons with disabilities.

(E) EVSE provided in accordance with Subsections (A), (B) and (C) above must provide Level 2 or higher charging capacity.

(F) EV-Ready and EVSE-Installed parking spaces may be included in calculating the minimum required parking spaces in accordance with Table 27-6305(a): Minimum Number of Off-Street Parking Spaces.

COMMENT: The above requirement is not applicable to single-family detached developments.

No EV charging spaces are proposed.

2. **Driveways Used to Satisfy Standards**

For single-family detached dwellings, two-family dwellings, townhouse dwellings, and three-family dwellings, driveways may be used to satisfy minimum off-street parking space standards, provided a minimum of 19 feet of driveway length is available outside a street right-of-way or sidewalk to store the length of a general purpose vehicle and satisfy the standards of this Section and this Ordinance.

COMMENT: The proposed driveways are a minimum of 19 feet in length and satisfy this standard to be allowed to be counted as additional parking, although each unit provides a minimum two car garage.

3. **Visitor Parking**

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: The proposed development consists of 5 dwelling units. Thus, this standard does not apply.

4. **Parking of Vehicles Owned or Used by the Occupants of the Premises or Their Bona Fide Guests**

(2) Private passenger vehicles shall be permitted in all zones.

(3) The parking of the following vehicles shall be permitted in the ROS, AG, AR, RE, RR, RSF-65, RSF-95, and RMH Zones subject to the provisions of this Subsection:

(B) Boats;

(C) Boat trailers;

(D) Camping trailer (unoccupied), not to exceed one per lot or parcel; and/or

(E) Not more than 1 commercial vehicle:

1. If parked on the premises, having a maximum manufacturer's gross vehicle weight specification of up to 8,500 pounds, no advertising (other than a firm name or similar designation not exceeding 4 inches high), and excluding vehicles exceeding 300 cubic feet of load space, stake platform trucks, dump trucks, crane or tow trucks, and vehicles with dual rear axles; or
2. The commercial vehicle does not exceed a maximum manufacturer's gross vehicle weight specification of 17,000 pounds, and which may include unlimited advertising on the side of the vehicle, and shall be parked within a wholly enclosed private parking garage.

(CB-068-2022; CB-028-2024; CB-015-2024; CB-067-2024)

COMMENT: The above requirements are noted.

27-6306. Dimensional Standards for Parking Spaces and Aisles

(a) General

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles. See Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimension.

Table 27-6306(a): Minimum Dimensional Standards for Parking Spaces and Aisles (1)					
Parking Angle (degrees)	**Stall Width (ft)**	**Stall Depth Perpendicular to Curb (ft)**	**Aisle Width (ft) (2)**	**Stall Length along Curb (ft)**	**Double Row + Aisle, Curb to Curb (Ft)**
A	**B**	**C**	**D**	**E**	**F**
Residential, Public, Civic, and Institutional, and Commercial Uses ONLY					
0 (parallel parking)	8	8	11	22	27
45	9	19	12	13	50
60	9	20	15	10	50
90	9	18	22	9	58
Compact Spaces	8	16	11	8/16 (3)	27

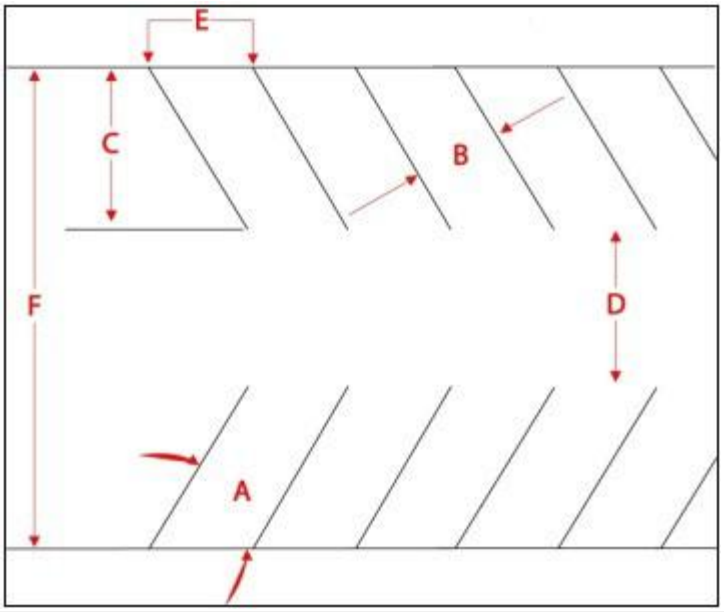
NOTES:

(1) Refer to Figure 27-6306(a).2, below, for illustrations showing how dimensions for parking spaces and aisles in various configurations (A-F) are measured.

(2) For one-way traffic. Aisles for two-way traffic shall be at least 22 feet wide (for all parking angles). The Planning Director may approve an aisle width less than the minimum on determining that the aisle is sufficiently wide to allow vehicles to conveniently maneuver through the parking area and access each parking space without driving through any other parking space.

(3) Stall length for compact spaces shall be 8 feet when the parking angle is 90 degrees and 16 feet when the parking angle is 0 degrees (parallel parking). For 45 or 60 degree parking angles, the stall length shall be the same as for standard parking spaces.

Figure 27-6306(a).2: Measurement of Parking Space and Aisle Dimensions



2. **Smaller Parking Spaces for Tandem Parking and Certain Uses**

The dimensions of off-street parking stalls may be reduced to a width of eight feet and a depth/length of 18 feet per vehicle where the parking stalls are:

a. Used for tandem parking (see Section 27-6307(g), Valet and Tandem Parking); or

b. Located within a development containing exclusively Industrial Services Uses, Manufacturing Uses, or Warehouse and Freight Movement Uses.

3. **Vertical Clearance**

All off-street parking spaces shall have a minimum overhead clearance of 7 feet for vehicle parking, with a minimum overhead clearance of 8.5 feet for van-accessible parking.

4. **Compact Parking Spaces**

a. Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.

b. All compact car spaces shall be marked as such.

(CB-015-2024)

COMMENT: All parking is provided in garages and driveways. This standard is not applicable.

27-6307. Off-Street Parking Alternatives

(a) General; Alternative Parking Plan

(1) An alternative parking plan that proposes alternatives to providing the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, may be submitted with a development application for a special exception (Section 27-3604), detailed site plan (Section 27-3605), temporary use permit (Section 27-3607), use and occupancy permit (Section 27-3608), or building permit (Section 27-3611) and may be approved by the Planning Director, except in the case of a special exception where the Planning Director shall make a recommendation on, and the ZHE may approve, such alternative parking plan application(s), in accordance with the standards listed below.

(2) An alternative parking plan may include any one or combination of the following:

(A) Provision of more parking spaces than the maximum allowed in accordance with Section 27-6307(b);

(B) Sharing of parking spaces in accordance with Section 27-6307(c)

(C) Off-site parking spaces in accordance with Section 27-6307(d);

(D) On-street parking spaces in accordance with Section 27-6307(e);

(E) Deferred parking spaces in accordance with Section 27-6307(f); and

(F) Valet and tandem parking in accordance with Section 27-6307(g).

(b) Provision over Maximum Allowed

An alternative parking plan prepared specifically for the proposed plan for development may propose to exceed the maximum number of off-street parking spaces allowed in Section 27-6305(d), Maximum Number of Off-Street Parking Spaces, in accordance with the following standards:

(1) Parking Demand Study

The alternative parking plan shall include a parking demand study demonstrating how the maximum number of parking spaces allowed by Section 27-6305(d), Maximum Number of Off-Street Parking Spaces, is insufficient for the proposed development.

(c) Shared Parking for Single-Use Developments

An applicant for a single-use development may use an alternative parking plan to meet a portion of the minimum number of off-street parking spaces required in Section 27-6305(a) for that use through sharing parking with other existing uses. Such use of shared parking shall be allowed in accordance with the following standards:

(1) Maximum Shared Spaces

Up to 75 percent of the number of parking spaces required for the use may be shared with other uses, provided that parking demands do not overlap as defined in Table 27-6305(c)(1) of Section 27-6305(c), Mixed-Use Developments and Shared Parking.

(2) Location

(A) Shared parking spaces shall be located within a maximum walking distance of the primary pedestrian entrances to the uses served by the parking, in

accordance with Table 27-6307(c)(2): Allowed Distances for Shared and Off-site Parking.

Table 27-6307(c)(2): Allowed Distances for Shared and Off-site Parking	
Primary Use	**Maximum Allowed Distance (feet)(1)**
Residential	660
Retail	800
Mixed-use	800
Office	1,320
Industrial Uses	1,320
All Others	1,320
NOTES: 2. Distance shall be measured by the actual distance of the pedestrian path from the shared parking area to the primary pedestrian entrance(s), not a straight-line, point-to-point distance.	

i. Shared parking spaces shall not be separated from the use they serve by an arterial street unless pedestrian access across the arterial street is provided by appropriate traffic controls (e.g., signalized crosswalk), or a pedestrian walkway (such as a bridge or tunnel).

(3) Pedestrian Access

Adequate and safe pedestrian access via a walkway protected by a landscape buffer or a curb separation and elevation from the street grade shall be provided between the shared parking areas and the primary pedestrian entrances to the uses served by the parking.

(4) Signage Directing Public to Parking Spaces

Signage complying with the standards in Section 27-61500, Signage, shall be provided to direct the public to the shared parking spaces.

(5) Justification

The alternative parking plan shall include justification of the feasibility of shared parking among the proposed uses. Such justification shall address, at a minimum, the size and type of the uses proposed to share off-street parking spaces, the composition of their tenants, the types and hours of their operations, the anticipated peak parking and traffic demands they generate, and the anticipated rate of turnover in parking space use.

(6) Shared Parking Agreement

(E) An approved shared parking arrangement shall be enforced through written agreement among all the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces. The agreement shall provide all parties the right to joint use of the shared parking area in perpetuity (such agreement may be extinguished with the written consent of all affected property owners at any point in time following an initial time frame of at least 10 years). The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a shared

parking arrangement is proposed is located, for review and comment. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the shared parking area. The agreement shall be considered a restriction running with the land and shall bind the owners or long-term lessees of lands containing the uses proposed to share off-street parking spaces, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

(F) No use served by the shared parking agreement may be continued if the shared parking becomes unavailable to the use, unless substitute off-street parking spaces are provided in accordance with this Section.

2. **Off-Site Parking**

An alternative parking plan may propose to meet a portion of the minimum number of off-street parking spaces required for a use with off-site parking—i.e., off-street parking spaces located on a parcel or lot separate from the parcel or lot containing the use and can be operated by a private or public agency—in accordance with the following standards.

(5) Zone Classification

The zone classification of the off-site parking area shall be one that allows the use served by off-site parking (and thus off-street parking accessory to such use) or that allows parking as a principal use, except off-site parking may be approved on lands in the Residential zones upon approval of a special exception in accordance with Section 27-3604, Special Exception.

(6) Location

(B) Off-site parking spaces shall be located within a walking distance of the primary pedestrian entrances to the uses served by the parking, in accordance with Table 27-6307(c)(2): Allowed Distances for Shared and Off-site Parking.

(C) Off-site parking spaces shall not be separated from the use they serve by an arterial street unless safe pedestrian access across the street is provided by appropriate traffic controls (e.g., signalized crosswalk), or a grade-separated pedestrian walkway.

(7) Pedestrian Access

Adequate and safe pedestrian access shall be provided between the off-site parking areas and the primary pedestrian entrances to the use served by the parking.

(8) Off-Site Parking Agreement

(A) If land containing the off-site parking area is not under the same ownership as land containing the principal use served, the off-site parking arrangement shall be established in a written agreement between the owners of land containing the off-site parking area and land containing the served use. The agreement shall provide the owner of the served use the right to use the off-site parking area for at least 10 years, and include provisions for extending the agreement after that period of time. The agreement shall be submitted to the Planning

Director, who shall forward it to any municipality in which the development for which an off-site parking arrangement is proposed is located, for review and comment. An attested copy of an approved and executed agreement shall be recorded with the Land Records of Prince George's County before issuance of a building permit for any use to be served by the off-site parking area. The agreement shall be considered a restriction running with the land and shall bind the owners of land containing the off-site parking area and land containing the served use, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, ENFORCEMENT.

(B) An enforcement and turn-over agreement shall be recorded between the developer and the Revenue Authority. Such agreement would allow the developer to build less required off-site parking in exchange for allowing the Revenue Authority to enforce parking time limits through approaches agreed to by all parties subject to the agreement.

(C) No use served by the off-site parking may be continued if the off-site parking becomes unavailable unless substitute off-street parking spaces are provided in accordance with this Section.

3. **On-Street Parking**

b. **General**

An alternative parking plan may propose to meet a portion of the minimum number of off-street parking spaces required through on-street parking along streets that are adjacent to the development, subject to the maximum credit allowed in Table 27-6307(e)(1): Conditions for On-Street Credit Toward Off-Street Requirements.

Table 27-6307(e)(1): Conditions for On-Street Parking Credit Toward Off-Street Requirements

Zone	Maximum Credit Allowed
RTO and LTO zones, Core area	No parking required
RTO and LTO zones, Edge area	15% or 6 spaces, whichever is less
TAC zone, Core area	10%
TAC zone, Edge area	5%
NAC zone	10% or 4 spaces, whichever is less
CGO zone	10% or 4 spaces, whichever is less

(2) On-Street Parking Agreement

(A) If an alternative parking plan is proposed for on-street parking, the applicant shall enter into an on-street parking agreement or series of agreements, depending on ownership of the streets where on-street parking is proposed, with the Maryland State Highway Administration, the County, or any municipality with jurisdiction of the street. The agreement shall spell out the terms and conditions and duration of use for the on-street parking. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which an on-street parking

arrangement is proposed is located, for review and comment. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a building permit for any use to be served by the on-street parking. The agreement shall be considered a restriction running with the land and shall bind the applicant and the applicant's heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

(B) No use served by the on-street parking may be continued if the on-street parking becomes unavailable unless substitute on-street parking spaces are provided in accordance with this Section.

2. **Deferred Parking**

An alternative parking plan may propose to defer construction of up to 35 percent of the number of off-street parking spaces required by Table 27-6305(a), Minimum Number of Off-Street Parking Spaces, in accordance with the following standards:

b. **Justification**

The alternative parking plan shall include a study demonstrating that because of the location, nature, or mix of uses, there is a reasonable probability the number of parking spaces actually needed to serve the development is less than the minimum required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces. The Planning Director shall review the alternative parking plan and study, and may choose to approve or disapprove the alternative parking plan.

c. **Reserve Parking Plan and Covenant**

The alternative parking plan shall include a reserve parking plan identifying: (a) the amount of off-street parking being deferred, and (b) the location of the area to be reserved for future parking, if future parking is needed.

d. **Parking Demand Study**

(A) The alternative parking plan shall provide assurance that within 24 months after the initial Certificate of Occupancy is issued for the proposed development, an off-street parking demand study evaluating the adequacy of the existing parking spaces in meeting the off-street parking demand generated by the development will be submitted to the Planning Director.

(B) If the Planning Director determines that the study demonstrates the existing parking is adequate, then construction of the remaining number of parking spaces shall not be required. If the Planning Director determines the study indicates additional parking is needed, such parking shall be provided consistent with the reserve parking plan and the standards of this Section.

e. **Limitations on Reserve Areas and Covenant**

Areas reserved for future parking shall be brought to the finished grade and shall not be used for buildings, storage, loading, or other purposes. Such areas may be used for temporary overflow parking, provided such use is sufficiently infrequent to ensure maintenance of its ground cover in a healthy condition. A covenant shall be established on the areas to be reserved for future parking, which shall ensure such areas are available should the parking demand study below demonstrate additional parking is needed.

f. **Landscaping of Reserve Areas Required**

Areas reserved for future off-street parking shall be landscaped with an appropriate ground cover, and if ultimately developed for off-street parking, shall be landscaped in accordance with Section 4.3, Parking Lot Requirements, of the Landscape Manual.

3. **Valet and Tandem Parking**

An alternative parking plan may propose to use valet and tandem parking to meet a portion of the minimum number of off-street parking spaces required for a development with commercial uses in accordance with the following standards:

b. **Number of Valet or Tandem Spaces**

No more than 35 percent of the total number of parking spaces provided shall be designated for valet or tandem spaces except for restaurants, where up to 50 percent of spaces may be designated for valet parking, and hotels, where up to 100 percent of parking spaces may be designated for valet parking.

c. **Drop-Off and Pick-Up Areas**

The development shall provide a designated drop-off and pick-up area. The drop-off and pick-up area may be located near the building served, but may not be located in a fire lane or where its use would impede vehicular and/or pedestrian circulation or cause queuing in a public street or an internal drive aisle serving the development. Drop-off and pick-up areas shall not be allowed in moving vehicle and bicycle travel lanes in the public right-of-way without obtaining a street closure permit. Drop-off and pick-up areas shall not be allowed to use sidewalks for any stationing of vehicles.

d. **Valet Parking Agreement**

i. Valet parking may be established and managed only in accordance with a valet parking agreement. An applicant shall provide documentation of an active agreement to the County and include provisions ensuring that a valet parking attendant will be on duty during hours of operation of the uses served by the valet parking. The agreement shall be for a minimum of 5 years, identify the location of the valet parking lot, and include provisions ensuring that a valet parking attendant will be on duty during hours of operation of the uses served by the valet parking. The agreement shall be submitted to the Planning Director, who shall forward it to any municipality in which the development for which a valet or tandem parking arrangement is proposed, for review and comment. An attested copy of an approved and executed agreement shall be recorded in the Land Records of Prince George's County before issuance of a

building permit for any use to be served by the valet parking, and documentation that the agreement remains in effect shall be provided to the County on an annual basis thereafter. The agreement shall be considered a restriction running with the land and shall bind the owners of land containing the uses served by the valet parking, and their heirs, successors, and assigns. A violation of the agreement shall constitute a violation of the Ordinance, which may be enforced in accordance with PART 27-8, Enforcement.

ii. No use served by valet parking may be continued if the valet service becomes unavailable and the Planning Director determines that there is not adequate parking available in the area to serve the use.

4. **Publicly Managed Parking**

An alternative parking plan may propose to meet a portion of the minimum number of off-street parking spaces required through participation in an agreement for publicly managed parking facilities with an agency such as the Revenue Authority, potentially including contributions toward construction of parking facilities, parking management services, and parking enforcement.

(CB-015-2024)

COMMENT: No alternative parking arrangement is proposed as the DSP reflects all off-street parking requirements satisfied on-site. Therefore, this provision is not applicable to the proposed development.

27-6308. Reduced Parking Standards for Parking Demand Reduction Strategies

Use of alternative transportation and transportation demand reduction strategies in Subtitle 20A: Transportation allows development to reduce the amount of parking provided beyond the requirements of Section 27-6305, Off-Street Parking Space Standards. This Section is intended to establish how certain reductions in the minimum parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, may be approved by the Planning Director. It allows applicants to establish Transportation Demand Management plans for individual developments in the absence of a Transportation Demand Management District as defined in Subtitle 20A: Transportation. These reductions will be allowed based on the following strategies for reducing parking demand. All reductions in accordance with Sections 27-6308(a) through 27-6308(d) shall be taken as cumulative and not exclusive, and the cumulative calculation shall follow the order presented in Sections 27-6308(a) through 27-6308(d).

2. **Transit Accessibility**

The Planning Director may authorize the following reduction in the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for uses located near a high-service transit stop:

b. Up to a 50 percent reduction for uses located within a one-quarter mile (1,320 feet) radius of a high-service transit stop; or

c. Up to a 15 percent reduction for uses located between a one-quarter mile (1,320 feet) radius and one-half mile (2,640 feet) radius of a high-service transit stop.

3. **Transportation Demand Management**

The Planning Director may, through approval of a Transportation Demand Management (TDM) plan, authorize up to a 30 percent reduction in the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for nonresidential or mixed-use developments having a floor area of at least 25,000 square feet, in accordance with the following standards.

b. **TDM Plan Requirements**

The TDM plan shall include facts, projections, an analysis (e.g., type of development, proximity to transit and/or other multi-modal systems, anticipated number of employees and/or patrons, minimum parking requirements) and indicate the types of transportation demand management activities that will be instituted to reduce single-occupant vehicle use and reduce traffic congestion. The plan shall identify the amount by which parking requirements have been reduced from the amounts otherwise required by this Section.

c. **Transportation Demand Management Activities**

The TDM plan shall be required to provide the following transportation demand management activities:

i. A "Guaranteed Ride Home" program that offers emergency ride services to each employee with an allowance of no fewer than four rides per year, that an applicant may establish to serve the development or in partnership with other developments or uses, or by participating in the Metropolitan Washington Council of Governments Commuter Connections program (or its designated successor for these services).

ii. Written disclosure of transportation information and educational materials to all employees, residents, and nonresidents informing them of all transportation and ride-sharing options available to them. This does not need to be a unique role and may be met by human resources officers or other administrators of an organization.

iii. Formation of transportation demand reduction programs offering an equivlanet value in transit benefits or cash in exchange for a parking benefit, such as carpooling, vanpooling, ridesharing, subsidy of employee transit passes beyond standard tax credits already provided by State and Federal governments, teleworking, and shuttle service programs.

d. **Two Transportation Demand Management Options Required**

The plan will also require at least two of the following transportation demand management strategies:

i. Establishment of a development-specific website that provides real-time travel/traffic data and multimodal transportation information, transit/bus schedules and maps, and bicycle, pedestrian, and carpool/vanpool options. Information will vary depending on the specific services and transportation infrastructure available in the vicinity of the development, but in general will allow tenants or customers to compare travel modes available.

ii. In lieu of the website, installation of a real-time visual display screen or other display device of this type that provides multi-modal transportation information, as described above.

iii. Parking cash-out or transportation stipend, or provision of an equivalent value cash incentive to employees not to use parking spaces otherwise available to tenants of a development.

iv. Unbundling of parking from multifamily and mixed-use development leases, as well as other types of development, or issuing tenant leases that do not include parking as an integral part of a floor-area space lease and require parking to be leased, purchased, or otherwise accessed through separate payment.

v. Creation of a Preferential Parking Management Plan that designates spaces located near building entrances or in other preferential locations for registered carpool/vanpool vehicles.

vi. Institution of off-peak work schedules that allow employees to arrive and depart at times other than the peak morning commute period (defined as 7:00 a.m. to 9:00 a.m.) and peak evening commute period (defined as 5:00 p.m. to 7:00 p.m.).

vii. Offer all employees free or discounted bikeshare memberships.

viii. Fully funding a bicycle sharing station which is connected to and/or part of a regional system (e.g., Capital Bikeshare).

ix. Any other transportation demand management activity as may be approved by the Planning Director as a means of complying with the parking reduction provisions of this Subsection.

e. **Recording of TDM Plan**

(E) A copy of the approved TDM plan shall be recorded in the Land Records of Prince George's County before issuance of a building permit for the development to be served by the plan. The TDM plan shall be recorded against the land, and the applicant and/or successors in interest in the land shall be responsible for implementing the plan in perpetuity.

f. **TDM Program Coordinator**

(A) The applicant shall appoint a TDM program coordinator to oversee transportation demand management activities.

(B) The TDM program coordinator shall be a licensed engineer, certified planner, or a traffic consultant that is also a qualified or trained TDM professional.

(C) The TDM program coordinator shall be appointed prior to issuance of a certificate of occupancy for the buildings to be served by the transportation demand management program.

(D) If the development is located within an established business improvement district, a Transportation Demand Management District as defined in Subtitle 20A: Transportation, or other such organization that offers TDM services, the applicant may identify that organization's appropriate staff person as the TDM coordinator provided that the applicant agrees to participate in that organization's TDM programs and meet all required organizational membership obligations.

(E) If the development is located within a municipality, the applicant shall coordinate the TDM program with the appropriate municipal representatives.

g. **TDM Report**

The TDM program coordinator shall submit to the Planning Director a report every two years that details implementation of the approved TDM plan and how it has successfully met or failed to meet the target reduction in drive-alone trips that justified the original reduction in parking because of its effectiveness in reducing driving demand, in turn reducing the need for parking. The report may include, but is not limited to, the following:

(A) A description of transportation demand management activities undertaken;

(B) An analysis of parking demand reductions based on employee and/or resident use of ridership programs or alternative transportation options;

(C) Changes to the TDM plan to increase transit ridership, bicycle ridership, and other commuting alternatives, as defined in Section 27-6308(b)(7) below; and

(D) The results of an employee transportation survey.

h. **Amendments**

The Planning Director may approve amendments to an approved TDM plan in accordance with the procedures and standards for its original approval. Changes in transportation options subsequent to the approval of the original plan that allow a development to meet the reduction targets identified in the original plan, such as introduction of new transit service to a development area, shall not require amendments to the plan as long as annual reports can demonstrate that these services are contributing to the plan's intent.

i. **Parking Required if TDM Terminated**

If the applicant or successors in interest in the development subject to a TDM plan stop implementing the plan or fail to submit a TDM report within one year of the regularly scheduled date the biennial report is due, the TDM plan shall be terminated and become null and void. Any such termination of the TDM plan does not negate the parties' obligations to comply with parking requirements of this Section and this Ordinance, and thus shall constitute a violation of this Ordinance. No use served by the TDM plan may be continued unless another TDM plan is approved or all required off-street parking spaces are provided in accordance with this Section and this Ordinance, within 120 days of termination of the TDM plan.

4. **Special Facilities for Bicycle Commuters**

The Planning Director may authorize up to a five percent reduction in the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, for developments that comply with the bicycle parking standards in Section 27-6309, Bicycle Parking Standards, and provide both of the following:

(1) Additional enclosed (indoor or locker) and secure bicycle parking spaces equal to at least five percent of the number of vehicle parking spaces provided; and

(2) Shower and dressing areas for employees.

5. **Other Eligible Alternatives**

The Planning Director may authorize up to a 10 percent reduction in the minimum number of off-street parking spaces required by Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, in exchange for any other strategy that an applicant demonstrates will effectively reduce parking demand on the site of the subject development, provided the applicant also demonstrates that the proposed development plan will do at least as good a job in protecting surrounding neighborhoods, maintaining traffic-circulation patterns, and promoting quality urban design as would strict compliance with the otherwise applicable off-street parking standards.

COMMENT: No reduced parking standards are proposed as the DSP reflects all off-street parking requirements satisfied on-site. Therefore, this provision is not applicable to the proposed development.

27-6309. Bicycle Parking Standards

(a) Bicycle Racks or Lockers Required

(1) In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:

(A) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.

(B) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.

(C) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.

(D) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

(3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals *Bicycle Parking Guidelines* for guidance on types of racks that are appropriate to meet this requirement.

COMMENT: This provision is not applicable as the proposed development is in a Residential Zone.

(b) Bike Parking Rack or Locker Location

(1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

(3) Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:

(A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;

(B) Protect bicycles from weather and debris;

(C) Be signed so that directions to entrances of related uses are clearly understood;

(D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;

(E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);

(F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);

(G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.

(4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: No bicycle parking is required. Therefore, this standard is not applicable.

27-6310. Loading Area Standards

(a) Minimum Number of Off-Street Loading Berths

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

Table 27-6310(a): Minimum Number of Off-Street Loading Berths

Principal Use Classification/Category	Gross Floor Area (GFA) of Building	Minimum Number of Loading Berths
Household Living Uses (Multifamily only) and Group Living Uses (Assisted Living Facility only	At least 100 dwelling units and up to 300 dwelling units	1
	Each additional 200 dwelling units or major fraction thereof	add 1

COMMENT: The proposed development is for single family detached homes and therefore no loading spaces required.

(b) Dimensional Standards for Loading Areas

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

(c) Location of Loading Areas

(1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).

(2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.

(3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.

(4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

Figure 27-6310(c): Loading Area Configuration



COMMENT: The proposed development has 5 dwelling units. Therefore, no loading berths are required.

Sec. 27-6400 Open Space Set-Asides

27-6403. Amount of Open Space Set-Asides Required

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Table 27-6403: Required Open Space Set-Asides				
Use Classification	Minimum Open Space Set-Aside Area (as percentage of development site area)			
	Rural and Agricultural Base Zones	Residential Base and PD Zones	Nonresidential Base Zones and IE-PD Zone	Transit-Oriented/Activity Center Base and PD Zones, MU-PD Zone
Residential Uses	20%	20%	15%	7.5%
Public, Civic, and Institutional Uses	10%	10%	7.5%	5%
Commercial Uses and Mixed-Uses	10%	10%	7.5%	5%
Industrial Uses	10%	10%	5%	5%

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

COMMENT: Per Table 27-6403, 20% of the Subject Property must be set aside as open space, or 15,754 square feet or 0.3617 acres.

27-6404. Areas Counted as Open Space Set-Asides

(14) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for development in the areas indicated.

a. No less than fifteen percent (15%) of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.

b. No less than fifty percent (50%) of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.

COMMENT: Per Subsection (A)(1) above, 15% of the open space must consist of active recreational areas. Based on a requirement of 15,754 square feet of open space set-aside area

required, 2,363 square feet must qualify as active recreational area. As noted on the Open Space Set Aside Exhibit, Parcel "A" contains a total of 7,377 square feet (0.169 acres), which exceeds the total open space requirement by itself. As noted, 7,357 square feet of active recreation is required. Two components are proposed to satisfy this requirement. First, Outlot 'A' is located on the Subject Property. The Applicant is providing a public use easement to remain as an active recreational component. In addition, Parcel "A" is proposed for stormwater management. An easement is proposed around the pond to qualify as additional active recreation. Seventy-five percent of this area can be counted toward the open space set-aside requirements, or 16,344 square feet.

Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	**Description**	**Design and Maintenance Requirements**
Natural Features		
	Natural features (including lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), riparian buffers, flood hazard areas, steep slopes (15 percent or more), wildlife habitat and woodland conservation areas established in accordance with Division 2 of Subtitle 25: Trees and Vegetation of the County Code	Preservation of any existing natural features shall have highest priority for locating open space set-asides, except in the Transit-Oriented/Activity Center base and planned development zones, the IE and IH base zones, and the IE-PD zone. Maintenance is limited to the minimum removal and avoidance of hazards, nuisances, and unhealthy conditions.
Active Recreational Areas		

Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	**Description**	**Design and Maintenance Requirements**

 	Land occupied by areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings and clubhouses, and land dedicated for parks in accordance with Subtitle 24: Subdivision Regulations, Section 24-4600, Parklands and Recreation Facilities.	Active recreational areas may occupy up to 100 percent of the open space set-asides (if no natural features exist on the site) except in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones, and the IE-PD zone. Active recreational areas shall be contiguous or interconnected, to the maximum extent practicable, unless used to link or continue existing or public open space lands.
Passive Recreation (Including Plantings and Gardens)		
 	Formally planned and regularly maintained open areas that provide passive recreation opportunities, including arranged plantings, gardens (including community gardens), gazebos, and similar structures.	Passive recreation shall have direct access to a sidewalk or pedestrian walkway that connects to the street.
Squares, Forecourts, and Plazas		
 	Squares, forecourts, plazas, and civic greens that provide opportunities to create special places for people to gather.	Such features shall be at least 600 square feet in area. Such features shall have direct access to a street or sidewalk and shall be designed to accommodate people sitting and gathering, incorporating benches, tables, fountains, or other similar amenities. Surrounding buildings shall be oriented toward the square, forecourt, or plaza when possible, and a connection shall be made to surrounding development.
Required Landscape Areas and Agricultural Buffer		
Table 27-6404(a): Open Space Set-Aside Features		
Area Counted as Common Open Space Set-Asides	**Description**	**Design and Maintenance Requirements**

	All areas occupied by required landscaping areas, tree protection areas, and riparian buffers, and agricultural buffers, except landscaped area within vehicular use areas.	See Landscape Manual and Sec. 27-61300, Agricultural Compatibility Standards.
Stormwater Management Areas Treated as Site Amenities		
	Up to 75 percent of the land area occupied by stormwater management facilities (including retention and detention ponds and other bioretention devices), when such features are treated as an open space site amenity.	To qualify, stormwater management facilities shall support passive recreation uses by providing access, gentle slopes (less than 3:1), and pedestrian elements such as paths and benches, and shall be subject to a maintenance agreement approved by the operating authority or agency having regulatory authority over the facility.
Public Access Easements with Paths or Trails		
	Public access easements that combine utility easements with paths or trails that are available for passive recreational activities such as walking, running, and biking	Such public access easements shall include at least one improved access from a public street, sidewalk, or trail that includes signage designating the access point.

(15) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open

space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

COMMENT: An open space set aside exhibit is included in the DSP set which identifies the areas designated as open space and the areas specified as active recreation area. The Applicant has provided a trail around the stormwater management facility to satisfy the active recreational facility requirement.

27-6405. Areas Not Counted as Open Space Set-Asides

The following areas shall not be counted as open space set-asides:

(b) Private yards not subject to an open space or conservation easement;

(c) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;

(d) Vehicular parking areas or lots (excluding the landscaped areas);

(e)Driveways for dwellings;

(f) Land covered by structures not designated for active recreational uses;

(g)Designated outdoor storage areas; and

(h)Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(2)**Location**

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

(3) **Configuration**

a. Open space set-asides shall be contiguous or interconnected, to the maximum extent practicable, unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.

b. If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public

land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

(4) **Orientation of Adjacent Buildings**

To the maximum extent possible, buildings adjacent to the required open space set-asides shall have at least one entrance facing the open space set-aside.

COMMENT: These design standards are complied with. The open space is located such that it is readily accessible by occupants of the development. The open space set aside areas consist of the stormwater management facility and the trail around the stormwater management facility. The stormwater management facility is located on the west side of Swann Way readily accessible to all of the homes in the development.

(5) **Prioritization of Open Space Set-Aside**

a. Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:

i. Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;

ii. Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;

iii. Protected trees and other mature trees;

iv. Parks and trails (regardless of public or private ownership);

v. Lands with active agricultural uses and activities;

vi. Perimeter buffers or visual transitions between different types or intensities of uses;

vii. Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and

viii. Historic and archeological features.

COMMENT: There are no regulated environmental features on the Subject Property to focus the open space set aside areas around. The trail Melwood Park, which provided immediate access to extensive opens space and recreational facilities. The open space areas will be owned by the homeowner's association.

b. In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: The RSF-65 Zone is not a Transit-Oriented/Activity Center base zone or PD zone, therefore this provision does not apply to the proposed development.

(6) **Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone**

Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:

a. Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.

b. The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.

COMMENT: Not applicable.

27-6407. Development in Open Space Set-Asides

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: The development proposed within the open space areas includes active recreation in the form of a trail system, which is appropriate for the intended purpose.

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

(g) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:

(1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;

(2) Conveyance of open space set-aside areas to a third party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;

(3) Establishment of easements or covenants; or

(4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.

(h) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.

(i) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: The homeowners association will maintain the open space set-aside areas on the Subject Property.

Sec. 27-6700 Exterior Lighting

27-6703. Lighting Plan

To ensure compliance with the standards of this Section, a lighting plan demonstrating how exterior lighting will comply with the standards of this Section shall be included as part of a development application for a site plan or building permit, as appropriate.

COMMENT: Street lighting is provided per DPIE standards. The only additional lighting are wall mounted lights at the house entrances.

27-6704. Prohibited Lighting

The following exterior lighting is prohibited:

(i) Light fixtures that imitate an official highway or traffic control light or sign;

(j) Light fixtures that have a flashing or intermittent pattern of illumination, except signage with an intermittent pattern of illumination allowed in accordance with Sec. 27-61500, Signage.

(k) Privately-owned light fixtures located in the public right-of-way;

(l) Searchlights, except when used by Federal, State, or local authorities, or where they are used to illuminate alleys, parking garages, and working (maintenance) areas, so long as they are shielded and aimed so that they do not result in lighting on any adjacent lot or public right-of-way exceeding two foot-candles; and

(m) Light types of limited spectral emission, such as low-pressure sodium or mercury vapor lights. Light sources shall be color-correct types such as Halogen, LED, or metal halide.

COMMENT: No prohibited lighting is proposed.

27-6705. Private Street Lighting

(7) All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.

(8) The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.

(9) Correlated color temperature (CCT) of street lights shall not exceed 3000K.

COMMENT: No private streets are proposed.

27-6706. General Standards for Exterior Lighting

Development subject to this Section shall comply with the following standards:

(j) Hours of Illumination

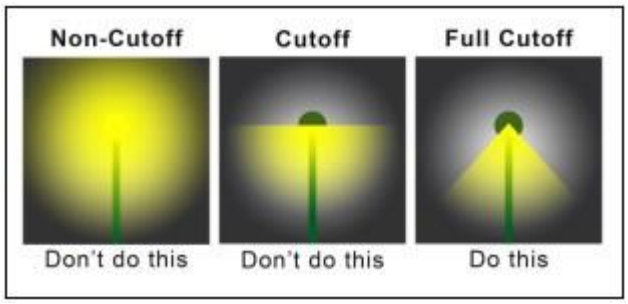
Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting by 11:00 P.M. or within one hour of the closing of the establishment open latest, whichever occurs last. Lighting necessary for outdoor recreational uses such as ball diamonds, playing fields, tennis courts, and similar uses; lighting necessary for security as listed in Subsections 27-6702(e) and 27-6702(j) and Section 27-6709; or lighting necessary for emergency situations as listed in Subsection 27-6702(i), shall be exempt from this requirement. For the purposes of this paragraph, lighting "necessary for security" shall be construed to mean the amount of exterior lighting necessary to provide an average of 2.5 foot-candles of light, with a maximum of 3 foot-candles of light at any point, in the following areas: possible points of entry or exit into a structure, illumination of exterior walkways, or illumination of outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

COMMENT: Not applicable. The proposed development is not a public, civic, institutional, commercial, mixed-use, or industrial use.

(k) Shielding with Full Cut-off Fixtures

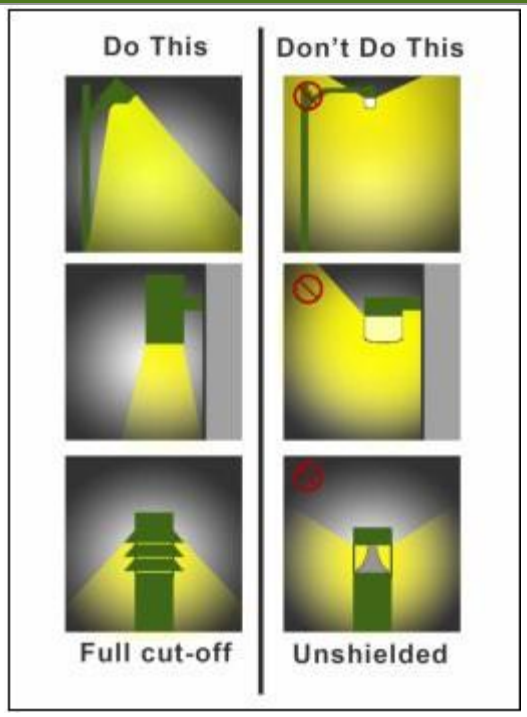
All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-6706(b).1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Section 27-6706(b).2: Examples of Fully-Shielded Light Fixtures).

Figure 27-6706(b).1: Full Cut-off Fixtures



COMMENT: The only lighting proposed with this application are fixtures located on the houses

Figure 27-6706(b).2: Examples of Fully-Shielded Light Fixtures



providing light at the building entrances. This lighting conforms to the standard related to maximum Illumination levels.

(l) Maximum Illumination Levels

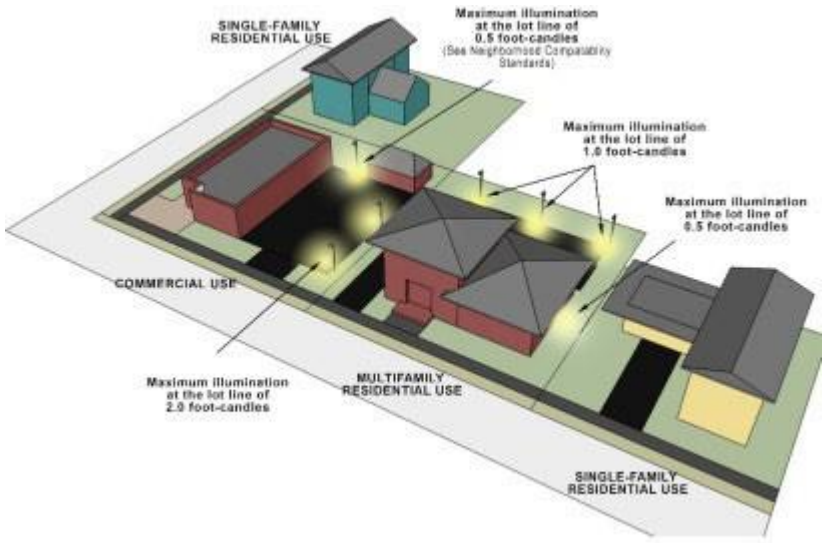
(1) Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in foot-candles at ground level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.

Table 27-6706(c).1: Maximum Illumination Levels

Type of Use Abutting a Lot Line	Maximum Illumination Level at Lot Line (Foot-Candles)
Residential use or vacant land in the Rural and Agricultural base zones and the Residential zones (except multifamily, townhouse, and live/work uses, and all uses in the Group Living Use Category)	0.5
Multifamily, townhouse, and live/work uses, all uses in the Group Living Use Category, all uses in the Public, Civic, and Institutional Use Category, and residential uses in the IE, IH, and IE-PD zones.	1.0
Commercial or mixed uses, residential uses, or vacant land in the Transit-Oriented/Activity Center base and PD zones, the MU-PD zone, and the CN, CS, and CGO base zones (including parking facilities)	2.0

Table 27-6706(c).1: Maximum Illumination Levels	
Type of Use Abutting a Lot Line	**Maximum Illumination Level at Lot Line (Foot-Candles)**
Industrial uses and vacant land in the IE and IH base zones, and the IE- PD zone (including parking facilities)	3.0
Parking facilities (when provided/built as stand-alone uses)	2.5

Figure 27-6706(c).2: Maximum Illumination Levels



(3) All exterior light fixtures shall generate at least 80 lumens per watt of energy consumed, as shown on the manufacturers specifications for the fixture.

COMMENT: All lighting will conform to the applicable standards.

2. **Maximum Height**

Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and private street lighting (see Section 27-6705, Private Street Lighting), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall comply with the standards in Table 27-6706(d): Maximum Height for Exterior Lighting.

Table 27-6706(d): Maximum Height for Exterior Lighting	
Zone	**Maximum Height**
Rural and Agricultural base zones	16 feet
Residential base zones and the R-PD Zone	16 feet
Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone	20 feet
Nonresidential base zones and the IE-PD Zone	30 feet

Table 27-6706(d): Maximum Height for Exterior Lighting	
Zone	**Maximum Height**
Within 100 feet of a Residential base zone and the R-PD Zone	16 feet

COMMENT: All lighting will conform to the applicable standards.

27-6707. Lighting Design Standards for Specific Uses and Site Features

In addition to complying with all applicable standards in Section 27-6706, General Standards for Exterior Lighting, the specific uses and site features identified in this Section shall comply with the standards established for that type of use or site feature.

2. **Awnings**

   Awnings used for building accents over doors and windows shall not be internally illuminated (i.e., from underneath or behind the awning) unless the awning material is entirely opaque.

COMMENT: Not applicable.

3. **Canopies**

   Lighting under a canopy shall be designed so as not to create glare off-site. Acceptable methods to address this include one or both of the following:

   (3) A recessed fixture incorporating a lens cover that is either recessed or flush with the bottom surface (ceiling) of the canopy that provides full cutoff or fully-shielded light distribution; or

   (4) A surface-mounted fixture incorporating a flat glass that provides a full cutoff or fully-shielded light distribution.

COMMENT: Not applicable.

4. **Sports and Performance Venues**

   Lighting fixtures for outdoor sports areas, athletic fields, and performance areas shall be equipped with a glare control package (e.g., louvers, shields, or similar devices) and aimed so that their beams are directed and fall within the primary playing or performance area.

COMMENT: Not applicable.

5. **Wall Pack Lights**

   Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).

COMMENT: All lighting will conform to the applicable standards.

6. **Pedestrian Lighting**

Pedestrian light fixtures shall comply with the following:

(3) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.

(4) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard Lamps).

COMMENT: No pedestrian lighting is proposed.

Figure 27-6707(e): Examples of Pedestrian Bollard Lamps



7. **Decorative Landscaping and Lighting**

Outdoor light fixtures used for decorative effects shall comply with the following standards.

(3) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.

(4) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: No landscape up-lights are proposed with this development. Lighting is provided at the entrances to the dwellings to provide security and enhance the appearance of the units.

27-6708. Measurement

Light-level measurements shall be made at the lot line of the land upon which light to be measured is being generated. If measurement on private property is not possible or practical, light level measurements may be made at the boundary of the public street right-of-way that adjoins the land. Measurements shall be made at finished grade (ground level), with the light-registering portion of the meter held parallel to the ground pointing up. The meter shall have cosine and color correction and have an accuracy tolerance of no greater than plus or minus five percent. Upon installation, the applicant shall demonstrate compliance with this Section by submitting measurements taken with a light meter to the Planning Director. The light meter shall have been calibrated within the prior two years.

COMMENT: Noted.

27-6709. Security Exemption Plan

(k) A landowner may submit a security plan to the Planning Director, or where delegated pursuant to Section 27-3308(b), the municipality in which the development application is located proposing exterior lighting that deviates from the standards in this Section. The Planning Director or municipality shall approve or approve with conditions the security plan and its proposed deviation from the standards, upon finding that the applicant demonstrates:

(1) The proposed deviation from the standards is necessary for the adequate protection of the subject land, development, or the public;

(2) The condition, location, or use of the land, or the history of activity in the area, indicates the land or any materials stored or used on it are in significantly greater danger of theft or damage, or members of the public are at greater risk for harm than on surrounding land without the additional lighting; and

(3) The proposed deviation from the standards is the minimum necessary, and will not have a significant adverse effect on neighboring lands.

(l) If the Planning Director or municipality finds the applicant fails to demonstrate compliance with Subsections 27-6709(a)(1) through 27-6709(a)(3) above, the security plan shall be disapproved.

COMMENT: Not applicable.

Sec. 27-6800 Environmental Protection and Noise Controls

27-6801. Purpose and Intent

The purpose of this Section is to ensure that development complies with County environmental protection regulations referenced in Sections 27-6802 through 27-6809 and the noise control standards of Section 27-6810, Noise Control, below.

COMMENT: Noted

27-6802. Natural Resource Inventory (NRI)

An approved NRI, in conformance with the Environmental Technical Manual, is required for applications for Subtitle 32, Division 2, Erosion and Sediment Control; Subtitle 32, Division 3, Stormwater Management; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation; Subtitle 5B, Chesapeake Bay Critical Area; Planned Development (PD) Zoning Map Amendment applications (Section 27-3602); special exception applications (Section 27-3604); detailed site plan applications (Section 27-3605); and preliminary plan of subdivision (minor or major) applications (Subtitle 24: Subdivision Regulations).

COMMENT: NRI-171-2021 was approved on November 19, 2021 and submitted with the DSP application.

27-6803. Trees and Vegetation

As described in the applicability sections of Subtitle 25: Trees and Vegetation, development shall comply with the requirements of Subtitle 25, Division 1, General; Subtitle 25, Division 2, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, of the Prince George's County Code.

COMMENT: TCP1-2025-0024 was approved with the preliminary plan of subdivision and a TCP2 has been submitted with the DSP which conforms to the TCP1 and the requirements contained in Subtitle 25. The landscape plans also demonstrate conformance with the Tree Canopy Coverage Ordinance.

27-6804. Floodplain Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for floodplain management in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

COMMENT: The NRI reflects that no floodplain occurs on the Subject Property.

27-6805. Erosion and Sedimentation Control

An approved Grading, Erosion, and Sediment Control Plan is required as described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

COMMENT: A grading, erosion and sediment control plan is submitted with the application.

27-6806. Stormwater Management

As described in the applicability sections of Subtitle 32: Water Resources Protection and Grading Code, development shall comply with the requirements for stormwater management in accordance with Subtitle 32, Division 3, Stormwater Management, of the Prince George's County Code.

COMMENT: An approved Site Development Concept Plan SDCP-42799-2021 has been submitted with the application.

27-6807. Chesapeake Bay Critical Area

For all land within the CBCAO Zone, see Section 27-3601, Zoning Map Amendment (ZMA), Section 27-3603, Chesapeake Bay Critical Area Overlay (CBCAO) Zoning Map Amendment, Section 27-4402(a), Chesapeake Bay Critical Area Overlay (CBCAO) Zones, and Subtitle 5B: Chesapeake Bay Critical Area, of the County Code, for applicable regulations and submittal requirements.

COMMENT: The Subject Property is not located in the Chesapeake Bay Critical Area.

27-6808. Regulated Environmental Features

All land located outside the CBCAO Zone is subject to the requirements of Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: The NRI reflects that there are no regulated environmental features on site.

27-6809. Unsafe Lands

All applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.

COMMENT: The Subject Property does not contain any unsafe lands.

27-6810. Noise Control

(a) For the principal uses identified below, the maximum level of noise generated by the use on a lot or parcel at any point along its boundary abutting a residential use, a commercial use, a mixed-use development, or an industrial use shall not exceed the maximum

allowable noise level for that use established in Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands.

(1) Amusement park;

(2) Animal shelter;

(3) Arena, stadium, or amphitheater;

(4) Boat sales, rental, service, or repair;

(5) Class 3 fill;

(6) College or university;

(7) Concrete batching plant or asphalt mixing plant;

(8) Concrete or brick products manufacturing;

(9) Concrete recycling facility;

(10) Contractor's yard;

(11) Day care center for children;

(12) Fraternity or sorority house;

(13) Junkyard;

(14) Kennel (regardless of lot size);

(15) Landfill, land clearing debris;

(16) Nightclub;

(17) Photographic processing plant;

(18) Private school;

(19) Racetrack, pari-mutuel;

(20) Recycling collection center;

(21) Recycling plant;

(22) Rifle, pistol, or skeet shooting range (regardless of location);

(23) Rubble fill

(24) Sand and gravel wet-processing;

(25) Sanitary landfill;

(26) Sawmill;

(27) Slaughterhouse;

(28) Solid waste processing facility;

(29) Solid waste transfer station;

(30) Surface mining;

(31) Uses in the Transportation Uses principal use category;

(32) Vehicle sales and rental, commercial;

(33) Vehicle sales and rental, personal;

(34) Vehicle salvage yard; and

(35) Vehicle towing and wrecker service.

Table 27-6810: Maximum Allowable Noise Levels for Receiving Lands		
Type of Use	**Time of Day**	
	Day (7:00 A.M. to 10:00 P.M.)	**Night (10:00 P.M. to 7:00 A.M.)**
Residential Uses	65 dBA Leq	55 dBA Leq
Commercial and Mixed Uses	67 dBA Leq	62 dBA Leq
Industrial Uses	75 dBA Leq	75 dBA Leq

(b) Except within a Transit-Oriented/Activity Center base or PD zone or the MU-PD Zone, the following shall not be located on a lot or parcel adjacent to an existing street classified as arterial or higher unless the applicant demonstrates, through a noise study, that transportation-generated noise is less than, or will be mitigated to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:

(1) Any new structure intended for residential occupancy in the Residential Uses principal use classification;

(2) Day care center for children outdoor activity areas, including but not limited to playgrounds and sitting areas; and

(3) Nursing home facilities.

(c) Where applicable, development shall comply with the requirements for noise control in Section 27-4402(c), Military Installation Overlay (MIO) Zone.

(d) Residential lots and uses that are adjacent to existing or planned streets classified as arterial or higher shall demonstrate that outdoor activity areas are mitigated to 65 dBA during the hours of 7:00 a.m. and 10:00 p.m., and 55 dBA during the hours of 10:00 p.m. to 7:00 a.m., and that interior noise levels are mitigated to 45 dBA or less through the submission of a noise study prepared and signed by a professional engineer with competence in acoustical engineering.

COMMENT: The Subject Property does not include any of the uses listed above and is not located where it is adjacent to an existing or planned street of arterial or higher classification.

Sec. 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards

27-6903. Multifamily, Townhouse, and Three-Family Form and Design Standards

Development subject to this Section shall comply with the following standards.

COMMENT: The multifamily, townhouse and three-family form and design standards do not apply to the Subject Property as only single-family detached homes are proposed.

27-61202. Applicability

(16) **General**

a. Unless exempted as provided in Section 27-61202(b), Exemptions, below, these standards apply to:

i. Any new townhouse, multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones);

ii. Any new multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing townhouse dwellings;

iii. Any expansion of an existing townhouse, multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, where the expansion increases the building's gross floor area by 50 percent or more; and

iv. Any expansion of an existing multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing townhouse dwellings where the expansion increases the building's gross floor area by 50 percent or more.

b. For the purposes of this Section:

i. "Multifamily development" shall include the following:

1. Live/work dwellings; and

2. Multifamily dwellings.

i. "Nonresidential development" shall include the following:

1. Uses in the Group Living Uses, Health Care Uses, Transportation Uses, and Utility Uses Principal Use Categories; and

2. Uses in the Commercial Use and Industrial Use Principal Use Classifications.

(17) **Exemptions**

In addition to the exemptions specified in Section 27-6103, General Exemptions, the following are exempt from these standards unless the applicable Area Master Plan or Sector Plan addresses compatibility differently:

a. Townhouse, multifamily, nonresidential, and mixed-use development located on lots separated from single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone by a built and existing street with a median with four or more lanes;

b. Townhouse, multifamily, nonresidential, and mixed-use development abutting vacant lands in a single-family residential zone that consists of publicly owned land, preserved open space, existing protective easements, or environmental features, that prevent any residential use of said vacant lands; or an outlot as defined by Section 24-2300, Definitions, of the Subdivision Regulations;

c. Uses in the Communication Uses and Educational Uses Principal Use Categories; and

d. Development within any Transit-Oriented/Activity Center base or PD zone if the existing single-family detached dwellings, two-family dwellings, or townhouse dwellings are also located in a Transit-Oriented/Activity Center base or PD zone.

(18) **Conflict**

In the case of conflict between these neighborhood compatibility standards and other standards in this Ordinance, these neighborhood compatibility standards shall control.

COMMENT: The proposed development consists solely to single-family detached homes which are not subject to the neighborhood standards.

Sec. 27-61500 Signage

27-61503. Prohibited Signs

The following signs are prohibited in any zone:

(n) Signs located in any manner or place so as to constitute a hazard to traffic;

(o) Signs that obstruct the view of traffic control devices;

(p) Any moving signs or devices that attract attention, all or any part of which moves by any means, including floating, fluttering, flashing, flashing with intermittent lights, rotating, or otherwise moving devices, set in motion by movement of the atmosphere or by mechanical, electrical, or any other means including, but not limited to, pennants, flags, propellers, balloons, or discs, whether or not any device has a written message;

(q) Signs emitting sound and/or smoke to attract attention;

(r) Signs which are not clean, legible, or in a state of good repair;

(s) Signs or sign structures that are no longer in use, effaced, or otherwise obsolete;

(t) Signs which are illegal under State or Federal laws or regulations;

(u) Any permanent illuminated tubing or strings of lights outlining property lines, open sales areas, rooflines, doors, windows, edges of any building, and fencing;

(v) Signs that obstruct or substantially interfere with any door, fire escape, stairway, ladder, or opening intended to provide light, air, ingress, or egress for any building;

(w) Signs that are copies or imitations of an official sign or purports to have official status;

(x) Signs advertising a business no longer on the premises, or advertising products no longer stocked or sold on the premises; such signs shall be removed within 30 days of the date the business or sale of the products ceases;

(y) Except in accordance with Subsection 27-61502(c)(10) above, portable signs, including any sign painted on or displayed on vehicles or trailers placed or parked in such a manner as to be used primarily for the purpose of advertising a business, but not including signs painted or displayed on vehicles and used solely to identify the owner, business, agency, or activity for which the vehicle is regularly used for transportation, service, or delivery purposes;

(z) Signs projecting from a structure housing a gasoline pump, service appliance, or vending machine;

(aa) Outdoor advertising signs (billboards), except digital billboards and certified nonconforming outdoor advertising signs;

(bb) Signs that revolve; and

(cc) Signs having a revolving device that causes intermittent flashes of light to be projected.

COMMENT: No signage is proposed with the development.

27-61504. General Standards

(10) **Illumination**

a. **Static Illumination**

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

COMMENT: No signage is proposed with the development.

b. **Animated Illumination**

i. Animated sign illumination is prohibited, except in accordance with Subsection 27-61504(a)(2)(B) below.

ii. Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all zones except the Rural and Agricultural and Residential base zones and the R-PD Zone. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.

COMMENT: No signage is proposed with the development.

(11) **Materials**

Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.

COMMENT: No signage is proposed with the development.

(12) **Digital Display**

Digital displays shall comply with the standards in this Subsection.

a. **Location and Sign Type**

i. In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.

ii. In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.

iii. In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.

b. **Standards**

i. A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.

ii. Automatic changes in display are permitted for digital displays, provided such changes shall be:

1. Spaced at least 8 seconds apart;
2. Accomplished in 0.25 seconds or less; and
3. Accomplished without the use of animation, movement, or scrolling.

(E) Except when part of a digital billboard (see Subsection 27-61506(g)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.

COMMENT: No signage is proposed with the development.

(13) **Signs Within Proposed Right-of-Way**

a. Sign permits may be issued for signs on land located within the right-of-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:

i. Land which:

1. Was in reservation but is now not in reservation; and
2. Has not been acquired and is not being acquired; or

i. Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.

COMMENT: Not applicable. No signage is proposed within the right-of-way.

27-61505. Standards for Specific Sign Types

COMMENT: The proposed project is a single-family residential development and is therefore entitled to a special purpose sign in accordance with Section 27-61506, however, no signage is proposed.

27-61506. Standards for Special Purpose Signs

(n) Permanent Real Estate Identification Sign

(5) Permanent signs identifying multifamily development are allowed if they comply with the following standards:

(G) Location: on the building or premises.

(H) Number: one for the first 100 dwelling units, plus one for each additional 100 dwelling units, up to a maximum of four signs.

(I) Area (maximum): 48 square feet for each sign, except if fewer sign(s) are erected than allowed, the square footage of the sign(s) not erected can be applied to the signs erected. (For example, if three signs are allowed but only one identification sign is used, that sign may be 144 square feet in area).

(6) Permanent signs identifying a business or professional office are allowed, if they comply with the following standards:

i. Location: on the building adjacent to the main entrance.

ii. Number (maximum): one for each business.

iii. Area (maximum): Three square feet.

COMMENT: Not applicable. The proposed development is not a multifamily development.

(o) Residential Gateway Sign

A monument sign that serves as a permanent gateway sign identifying a residential subdivision is allowed, if it complies with the following standards:

a. Location: at the entrance to the single-family residential subdivision, set back from the road to maintain unobstructed lines of vision for 500 feet in all directions of travel.

b. Number (maximum): one for each single-family residential subdivision.

c. Area (maximum): 12 square feet.

d. Height (maximum): six feet above established grade.

e. Materials: low maintenance, durable, and in keeping with the character of the subdivision; plastic signs with internal illumination are prohibited; any illumination shall be of an enclosed lamp design, non-flashing, and contain no red illumination. Reflector-type signs may be used.

f. Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.

g. Maintenance: responsibility of a Homeowners' Association or other entity or person designated in a maintenance agreement signed with the Department of Permitting, Inspections, and Enforcement.

COMMENT: No signage is proposed with the development.

(p) Gateway Sign for Businesses or Professional Offices

A monument sign that serves as a permanent gateway sign identifying a businesses or professional office is allowed, if it complies with the following standards:

(1) Location: at the entrance to the site, setback from the road a sufficient distance to maintain unobstructed lines of vision for 500 feet in all directions of travel.

(2) Number (maximum): one for each building complex.

(3) Area (maximum): 100 square feet.

(4) Height (maximum): eight feet above established grade.

(5) General: sign may include the names or logos and addresses of businesses. The signs may also contain the name or logo of the complex.

(6) Materials: shall be low maintenance, durable, and in keeping with the character of the area. Plastic signs with internal illumination are prohibited.

(7) Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.

(8) Maintenance: shall be the responsibility of a business association or other entity or person designated in a maintenance arrangement approved by the Planning Director.

COMMENT. Not applicable. The proposed project is not a business or professional office.

(q) Directional Sign for Public, Civic, and Institutional Uses, or Golf Courses or Country Clubs

Directional signs indicating the locations and names of public, civic, and institutional uses (except for uses in the Communication Uses and Utility Uses Principal Use Categories) or golf courses or country clubs may be placed within or on land in any Nonresidential base zone adjacent to street rights-of-way, if the directional sign complies with the following standards:

c. Area (maximum):

(A) Within street right-of-way: four square feet.

(B) Outside street right-of-way: 16 square feet.

d. Height (maximum): Ten feet above established grade.

e. Illumination: The sign shall not be illuminated (but may be of the beaded reflector type).

f. Other standards: The sign shall be erected in accordance with applicable State, County, and municipal highway regulations.

COMMENT: Not applicable. The proposed project is not a public, civic, institutional golf course or country club use.

(r) Institutional Sign

An institutional sign for a use in the Community Service Uses, Educational Uses, or Health Care Uses Principal Use Categories is allowed if it complies with the following standards:

b. Number (maximum): one per street the property fronts on (must face street frontage).

c. Area (maximum for each sign): 48 square feet.

d. Height (maximum): eight feet above finished grade at base of sign.

e. Setback (minimum): 15 feet from adjoining land in any Rural and Agricultural or Residential base zone (or land proposed to be used for residential purposes).

f. Type allowed: freestanding or building wall sign.

COMMENT: Not applicable.

(s) Freestanding Gas Station Price Signs

b. Freestanding gas station price signs shall comply with the following standards:

i. If the sign reflects the price of two or fewer fuel products, it shall not exceed 25 square feet in area, except as provided for in Subsection 27-61506(f)(1)(C) below;

ii. If the sign reflects the price of three or more fuel products, it shall not exceed 50 square feet in area, except as provided for in Subsection 27-61506(f)(1)(C) below;

iii. Any unused freestanding sign area authorized in accordance with Table 27-61505: Standards for Specific Sign Types, may be added to the permissible sign area for gasoline prices;

iv. The total combined area of freestanding gas station price and other on-site signs on one support structure shall not exceed 200 square feet in area.

c. Gas station price signs shall be affixed to the same freestanding structure that supports the sign containing other advertising matter for that gas station.

COMMENT: Not applicable.

(t) Digital Billboard

Except in Residential base zones and the R-PD Zone, Transit-Oriented/Activity Center base and PD zones, and the MU-PD zone, a digital billboard may only be erected in place of a nonconforming billboard in accordance with the following standards:

b. Notwithstanding any other provision of this Subtitle, a digital billboard shall have a minimum front setback of 10 feet from the property line and a minimum side setback of 5 feet from the property line, and shall be located within 15 feet of the nonconforming billboard that the digital billboard is replacing.

c. A digital billboard shall not be located within 500 feet of an existing outdoor advertising sign or within 1,000 feet of another digital billboard located on and facing the same roadway.

d. A digital billboard shall not be located on a roadway other than a roadway with a transportation functional classification of arterial or higher.

e. A digital billboard shall not be located where it would obstruct a motorist's view of official traffic signs or controls, and approaching or merging traffic.

f. Unless modified in accordance with Subsection (9) below, the height of a digital billboard shall not exceed 45 feet above the finished grade at the base of the digital billboard, or, if oriented toward an abutting elevated street, 45 feet above the pavement of that street at the point on the elevated street nearest the digital billboard.

g. The DPIE Director may increase the maximum height of a digital billboard to the greater of 55 feet above the finished grade at the base of the digital billboard or 50 feet above the pavement of an abutting elevated street at the point on the street nearest the digital billboard, if the DPIE Director finds that:

ii. The nonconforming billboard that the digital billboard is replacing is higher than 45 feet;

iii. The digital billboard is obstructed from view; or

iv. At the time of application for a sign permit, a building permit has been issued for an adjacent property which would cause an obstruction of the proposed digital billboard.

h. The digital display area of a digital billboard shall not exceed 675 square feet.

i. A digital billboard shall not operate at a brightness level of more than 0.3 foot candle above ambient light, as measured using a foot candle meter at the distance from the digital billboard listed in Table 27-61506(g)(8): Distance for Measuring Foot-candles, based on the size of the digital display.

Table 27-61506(g)(8): Distance for Measuring Foot-candles

Digital Display Size	Measurement Distance from Digital Billboard
300 sq ft or less	150 feet
Between 300 sq ft and 378 sq ft	200 feet
Between 378 sq ft and 675 sq ft	250 feet

a. A digital billboard shall have a light-sensing device to adjust the digital display brightness as ambient light conditions change.

b. A digital billboard shall comply with all applicable State and Federal regulations.

c. A parcel occupied solely by a digital billboard is exempt from landscaping and screening requirements in the Landscape Manual; provided, landscaping shall be provided around the base of a digital billboard in accordance with the Landscape Manual.

d. If a digital display is removed from a digital billboard, it may be replaced within a period of one year, during which time the sign owner shall be permitted to operate the sign faces as a traditional, static-type billboard.

e. Notwithstanding the requirements of Section 27-3407, Scheduling of Hearings and Public Notice, at least thirty (30) days before an application is determined complete, the applicant shall send by first class mail an informational mailing to all adjoining property owners including owners whose properties lie directly across a street, alley, or stream; every municipality located within one (1) mile of the applicant's property; and to all associations registered with the Planning Director for the area which includes the property.

(B) At any time after an application is determined complete and accepted for processing, a determination that a person entitled did not receive a required informational mailing may not be the basis for invalidating a final action on the application.

COMMENT: Not applicable.

(d) Country Inn

Signs associated with a country inn are allowed, if they comply with the following standards:

a. Location: anywhere on the premises.

b. Number (maximum): one for each country inn.

c. Area (maximum): six square feet.

d. Setback (minimum): five feet behind the street line.

e. Illumination: the sign may be illuminated, but no neon, red, scrolling, or flashing device may be used. The illumination shall be confined to the face of the sign and not glare onto residential property or public streets.

COMMENT: Not applicable.

(e) Sand and Gravel Wet-Processing and Surface Mining

Signs identifying sand and gravel wet-processing and surface mining shall be placed on the site (whether it is conforming or nonconforming), and shall comply with the following standards:

(3) Location: all signs shall be conspicuous and legible.

(4) Number (maximum):

i. If the property has frontage on one or more improved public streets, there shall be one sign posted for each 1,000 feet (or fraction) of street frontage on each street.

ii. If the property does not have frontage on an improved public street, there shall be one sign posted within the right-of-way or easement which provides vehicular access to the property.

(5) Area (maximum): not less than 9 or more than 16 square feet.

(6) Height: not less than four or more than eight feet above the finished grade of the improved street if it is to be viewed from a public street.

(7) General: Each sign shall identify the use as a surface mining or sand and gravel wet-processing operation, the size of the property (in acres), and the name of the owner of the property and operator of the facility. A legal description of the property, including the subdivision name, lot and block numbers, or liber and folio numbers shall be included, as well as instructions for obtaining additional information about the operation.

COMMENT: Not applicable.

(f) Produce Stand (Farm Products)

A sign for a produce stand is allowed if it complies with the following standards:

b. Location: at least 10 feet behind the street line, and at least 50 feet from the nearest corner of any street intersection.

c. Number (maximum): one per street the produce stand fronts.

d. Area (maximum): 48 square feet.

e. Illumination: any illumination shall be confined to the face of the sign, and shall not create glare onto adjacent property or streets.

COMMENT: Not applicable.

(g) Home Occupation

A sign for a home occupation is allowed if it complies with the following standards:

(7) Location: at least 10 feet behind the street line.

(8) Number (maximum): one per street the property fronts on.

(9) Area (maximum): Two square feet.

(10) Illumination: any illumination shall be of an enclosed lamp design and non-flashing; the sign shall contain no red illumination or scrolling text. Reflector-type signs may be used.

COMMENT: Not applicable.

(h) Office (Business or Rental) in Multifamily Dwelling

A sign for a business or rental office in a multifamily development is allowed if it complies with the following standards:

b. Location: attached to the building.

c. Number (maximum): one per dwelling.

d. Area (maximum): four square feet.

COMMENT: Not applicable. No business use is proposed.

(i) Outdoor Menu Boards

a. If the entire menu board is not visible from any street, the sign is exempt from this Zoning Ordinance pursuant to Section 27-61506(b)(5).

b. If any part of the menu board is visible from any street, the menu board shall comply with the following standards:

i. Location: on premises of the associated eating or drinking establishment.

ii. Number (maximum): two per drive-through aisle.

iii. Area (maximum): 40 square feet (per menu board sign).

iv. Height (maximum): 7 feet, including mount or base.

v. Orientation: menu boards may not be parallel to the street line.

vi. Other than the menu of the associated eating or drinking establishment, no advertisements may be attached to the menu board.

COMMENT: Not applicable.

27-61507. Standards for Temporary Signs

2. **Temporary Use Sign**

Signs for a temporary use in any zone shall comply with the following standards:

b. Location: at least 10 feet behind the street line.

c. Number (maximum): one per street the property fronts, unless modified in the sign permit.

d. Area (maximum): six square feet.

e. Illumination: any illumination shall be confined to the face of the sign and not shine onto adjacent properties or streets.

COMMENT: Not applicable.

3. **Real Estate Sign**

c. Temporary real estate signs that are not exempted from the requirement of acquiring a sign permit in accordance with Section 27-61502(c), Exemptions from Sign Permits, are allowed in all base and PD zones, if they comply with the following standards:

(A) In the Rural and Agricultural and Residential base zones and the R-PD Zone:

1. Location: on building or premises advertised.

2. Number (maximum): one for each property advertised, plus one for each additional street the property fronts (must face additional street frontage).

3. Area (maximum): 24 square feet; plus 12 square feet for each additional acre advertised above two acres, to a maximum of 100 square feet.

4. Removal: the sign shall be removed upon sale of the property.

i. In all other base and PD zones:

1. Location: on building or premises advertised.

2. Number (maximum): one for each property advertised, plus one for each additional street the property fronts (must face additional street frontage).

3. Area (maximum): 120 square feet.

4. Removal: the sign shall be removed upon sale of the property.

d. A sign permit for a temporary real estate advertising sign shall be valid for only six months. The permit may be renewed for an additional six month periods, for good cause shown, by the DPIE Director.

COMMENT: The Applicant will comply with all regulations regarding temporary real estate signage during the marketing period.

4. **Real Estate Directional Sign**

e. Temporary real estate directional signs that are not exempted from the requirement of acquiring a sign permit in accordance with Subsection 27-61502(c), Exemptions from Sign Permits, above, are allowed in all base and PD zones, if they comply with the following standards:

iii. Location: within four street miles of a project.

iv. Number (maximum): four for each project.

v. Area (maximum): 50 square feet.

vi. Height (maximum): 15 feet above finished grade at base of sign.

vii. Setback (minimum): 15 feet from public street and 150 feet from the nearest curb intersection of any two streets.

viii. Removal: The sign(s) shall be removed upon sale of the property.

f. A sign permit for a temporary real estate directional sign shall be valid for six months. The permit may be renewed for additional six month periods, for good cause shown, by the DPIE Director.

COMMENT: The Applicant will comply with all regulations regarding real estate directional signage during the marketing period.

5. **Personal Vehicle Sales and Rentals**

(1) No temporary sign for a private automobile or other motor vehicle auction shall be placed on the exterior of any fence visible from the public right-of-way, nor shall any flags, banners, pennants, or similar items be mounted, suspended or otherwise displayed for advertising the private automobile or other motor vehicle auction so that they are visible from the public-right-of-way.

(2) Any sign permitted in accordance with this Section shall contain the date and time of the auction and include a phone number to call for further information.

COMMENT: Not applicable.

6. **Construction Sign**

Construction signs are allowed in any zone, if they comply with the following standards:

d. In Rural and Agricultural and Residential base zones and the R-PD zone:

(A) Location: On building or premises being constructed.

(B) Number (maximum): one for each project; plus one for each additional street the property fronts on (must face additional street frontage).

(C) Area (maximum): 24 square feet; plus 12 square feet for each additional acre in the project above two acres, to a maximum of 100 square feet.

(D) Height (maximum): 12 feet above finished grade at base of sign.

(E) Removal: The sign(s) shall be removed within one month of the date construction on the site is completed.

e. In all other base and PD zones:

iv. Location: On building or premises being constructed.

v. Number (maximum): one for each project; plus one for each additional street the property fronts on (must face additional street frontage).

vi. Area (maximum): 120 square feet.

vii. Height (maximum): 12 feet above finished grade at base of sign.

viii. Removal: The sign(s) shall be removed within one month of the date construction on the site is completed.

COMMENT: The Applicant will comply with any regulations regarding construction signage during the construction period.

Sec. 27-61600 Green Building Standards

27-61603. Green Building Standards

(dd)**Minimum Amount of Points Required**

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

a. **Minimum Requirements for Residential Development**

i.10 to 25 units: 3 points.

ii.25 or more units: 4 points.

COMMENT: With 5 dwelling units, the project is exempt from this requirement.

b. **Minimum Requirements for Non-Residential Development**

i. 5,000 to 75,000 square feet: 3 points.

ii.More than 75,000 square feet: 4 points.

COMMENT: Not applicable.

(ee)**Green Building Point System**

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

COMMENT: The Applicant proposes to provide the following Green Building Standards referenced in Table 27-61603(b):

Table 27-61603(b): Green Building Point System	
	Points Earned
Energy Conservation	
Air conditioner with stated efficiency greater than 14 SEER is included as standard	0.75
Water Conservation and Water Quality	
The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code	1.00
All showerheads and handheld showers are 2.0 GPM or less	0.50
All lavatory faucets flow rate is 1.5 GPM or less at 60 PSI	0.50
All toilets are 1.28 GPF or less	0.50
Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff	1.00

Documentation Required

Applicants shall provide documentation of techniques that will be used to satisfy the green building standards of this Section at the time of submittal of a development application.

COMMENT: The documentation of the green building techniques to be used to satisfy the green building standards are set forth on the Building Permit Plan.

27-61604. Failure to Install or Maintain Green Building Elements

Failure to install or maintain approved green building elements that are to be provided to comply with this Section is a violation of this Ordinance, and may result in revocation of the development approval or permit in accordance with PART 27-8, Enforcement.

COMMENT: Understood.

5.0 DETAILED SITE PLAN DECISION STANDARDS

The standards for approving a Detailed Site Plan are set forth in Section 27-3605(e) of the Zoning Ordinance. Each standard is set forth below with a comment addressing how the proposed DET conforms to the standard.

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and

without detracting substantially from the utility of the proposed development for its intended use;

COMMENT: The proposed development represents infill development. Therefore, the proposed development represents an opportunity to complete the development in accordance with modern standards. The approved preliminary plan established the lotting pattern, and the proposed homes will complement the existing older homes in the community. The additional lots proposed in this application complete the development of the area consistent with the purposes of the RSF-65 Zone. As such, the proposed development does represent a reasonable alternative for satisfying the applicable standards.

(2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;

COMMENT: All conditions the prior preliminary plan of subdivision and certificate of adequacy have been addressed above. The proposed DSP is in full conformance with all applicable conditions.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

COMMENT: There are no regulated environmental features within the boundaries of the DSP and a finding of conformance to this standard was made at the time of the approval of the preliminary plan of subdivision.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

COMMENT: This standard is not applicable to the proposed development as the underling zone is not a PD zone.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

COMMENT: The proposed DSP conforms to TCP1-2025-0024. which was approved with the Preliminary Plan of Subdivision.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;

COMMENT: This standard is not applicable as this DSP is not a detailed site plan for infrastructure.

(7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:

i. The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;

ii. When possible, there should be no parking or loading spaces located in the front yard; and

iii. The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

COMMENT: This standard is not applicable as the proposed use is not a place of worship.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement

will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

COMMENT: This standard is not applicable as the proposal does not relate to a nonconforming use.

CONCLUSION

Based on the foregoing, the Applicant submits that the Subject Property satisfies the criteria for approval of a preliminary plan of subdivision.

6.0 Approved Countywide Green Infrastructure Plan:

The project site is not located within any of the three green infrastructure categories (regulated area, evaluated area, nor network gap area), as depicted on Page 22, of the Green Line Sector Plan. It is situated within the Developed Tier of Prince George's County and has been classified as a Priority 3 area, with a valuation score of 29, based on the approved Forest Stand Delineation Report ("FSD").

The Countywide Green Infrastructure Plan (Green Infrastructure Plan) was approved on March 17, 2017, with the adoption of the 2017 Approved Prince George's County Resource Conservation Plan:

POLICY 1:

Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.

Strategies

1.1 Ensure that areas of connectivity and ecological functions are maintained, restored, and/or established by:

a. Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.

b. Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.

c. Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.

Stormwater management features are placed outside of the regulated environmental features to the extent practicable; no regulated environmental features exist on the site. However, the SWM facility (submerged gravel wetland) is shown in existing woodlands and open areas. This facility requires outfall structure across Swann Road and does not create soil erosion impacts from uncontrolled water. This outfall already exists, and it is in stable condition. Woodland clearing is not required for the outfall.

To maintain the stability and ecological functions of these adjacent areas, the proposed subdivision (SDCP 42789-2021-0) incorporates a stormwater management strategy that preserves the existing drainage patterns of the project site, introduces street trees, minimizes development activity along the site's perimeter, and proposes less density than permitted under the RSF-65 zone.

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored, and protected.

a. Identify critical ecological systems and ensure they are preserved and/or protected during

the site design and development review processes.

No special conservation areas are located on or within the vicinity of the subject site.
In a letter dated September 15, 2021, the Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. As a result, there are no specific concerns regarding potential impacts or recommendations for protection measures.

POLICY 2:

Support implementation of the 2017 GI Plan throughout the planning process.

2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/or planting of a new corridor with reforestation, landscaping, and/or street trees.

As stated in the GIP, the guiding vision of this plan is to "preserve, enhance, and/or restore an interconnected network of countywide significant environmental features that retains ecological functions; maintains or improves water quality and habitat; and supports the desired development pattern of the General Plan." While the project site is not within the mapped interconnected green infrastructure network, and the project is within a development area, as established by the General Plan, it borders both an evaluated area and network gap area on three sides.

Due to the grade of the site, the stormwater management facility must be strategically located on the southeastern portion of the project site. To keep cut and fill in balance and avoid imposing undue impacts on the surrounding area, inclusive of adjacent property owners and the environmental habitat, the existing drainage pattern will remain the same even after land development operations. By preserving the existing drainage pattern, no new hydrologic variable will be introduced to the general area of the project site, thereby protecting water quality and avoiding additional burden on the Henson Creek Watershed.

Street trees will be planted along the proposed sidewalk, providing a visible tree presence at the front of the community and along the cul-de-sac.

POLICY 3:

Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.

a. **Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced, or new roads are constructed.**

The proposed road and sidewalks will not cross over any streams or any other regulated environmental features for which it would be appropriate to provide wildlife with safe passage.

b. **Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces**.

No new trails are proposed with this application. The transportation system will not have an impact on the ecological function of the green infrastructure network on-site, and no waterways or wildlife corridors are being impacted.

POLICY 4:

Provide the necessary tools for implementation of the 2017 GI Plan.

4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

POLICY 5:

Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

No stormwater structures will be placed within any regulated environmental features. Stormwater generated by the development will ultimately drain to an off-site existing outfall across Swann Road. However, this outfall will not impact on extant environmental features further.

5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.

There are no streams or wetlands on the site for which preservation or replanting of vegetation would be necessary.

POLICY 7:

Preserve, enhance, connect, restore, and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.

According to the approved NRI, within the overall development site existing woodland is limited

and very poor condition. The existing woodland cannot be conserved without making the proposed development much smaller, which in turn would limit the overall development potential.

Forest Canopy Strategies

7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.

Based on the proposed grading and clearing, the existing forest edge on site will be pushed off-site to the north and east. However, woodland will not be cleared in such a way as to separate areas of woodland from each other and so create new forest edges.

Approved Southern Green Line Station Area Sector Plan (2014):

The goal of the Green Line Sector Plan was to "bring transit-oriented development (TOD) to southern Prince George's County by way of the Metro Green Line". Although the project site is also located just outside of the Existing Opportunity buffer for Suitland Station; as shown on Page 107, Figure 52, of the Green Line Sector Plan, this subdivision will achieve the principles set out by the Green Line Sector Plan.

The 2014 Approved Green Line Station Area Sector Plan recommends Residential-Medium land uses on the subject property (page 42), consists of small single-family detached and attached dwellings between 3.5 and 8 DU/acre. The development does not conform to the Green Line Sector Plan, 5 single-family dwellings are proposed; the RSF-65 does not require a minimum number of dwelling units per acre. The subject property is located outside the Southern Green Line Station Area 0.5-mile buffer. There are no recommendations that are applicable to the subject property

7.0 CONCLUSION

Based on the foregoing, the Applicant submits that the Subject Property satisfies the criteria for approval of a Detailed Site Plan of subdivision.

Respectfully,
Asko Miljcovic

DETAILED SITE PLAN
FOR
SWANN SUBDIVISION

SUBD #2025-0039

DSP-2026-0023

LOCATION OF SITE

SWANN RD, SUITLAND

PRINCE GEORGE'S COUNTY, MD

TAX MAP 88, GRID E2

GENERAL NOTES

1. SUBDIVISION/PROJECT NAME: SWANN SUBDIVISION
2. TOTAL ACREAGE: 1.81 ACRES (GROSS), 1.73 ACRES (NET)
3. EXISTING ZONING: RSF-65 (RESIDENTIAL, SINGLE-FAMILY-65)
4. PROPOSED USE OF PROPERTY: FIVE (5) SINGLE FAMILY DWELLINGS
5. NUMBER OF LOTS, PARCELS, OUTLOTS & OUTPARCELS: 5 LOTS, PARCEL 'A', OUTLOT 'A'
6. BREAKDOWN OF PROPOSED DWELLING UNIT TYPES: FIVE (5) SINGLE FAMILY DWELLINGS
7. GROSS FLOOR AREA OF EXISTING AND PROPOSED: N/A
8. 200-FOOT MAP REFERENCE NUMBER (WSSC): 205SE05
9. TAX MAP NUMBER AND GRID: 88, E1-E2, F1-F2
10. AVIATION POLICY AREA NUMBER: N/A
11. EXISTING SEWER & WATER CATEGORIES:
    - SEWER - 3
    - WATER - 3
12. PROPOSED SEWER & WATER CATEGORIES:
    - SEWER - 3
    - WATER - 3
13. STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: 42789-2021-0
14. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: NO
15. MANDATORY PARK AND PUBLIC RIGHT OF WAY DEDICATIONS: REQUIREMENT IS BEING ADDRESSED BY PROVIDING A PAYMENT OF A FEE-IN-LIEU.
16. CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
17. HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
18. STREAMS AND WETLANDS: NO
19. 100-YEAR FLOODPLAIN SOURCE OF DELINIATION: N/A
20. CHESAPEAKE BAY CRITICAL AREA OVERLAY: NO
21. EX. 2 FT. TOPO BY PRINCE GEORGE'S COUNTY GIS OPEN DATA PORTAL (2018)
22. PRIOR APPROVALS: 48396-2021-0, 42789-2021-0, NRI-171-2021

PARKING REQUIREMENTS

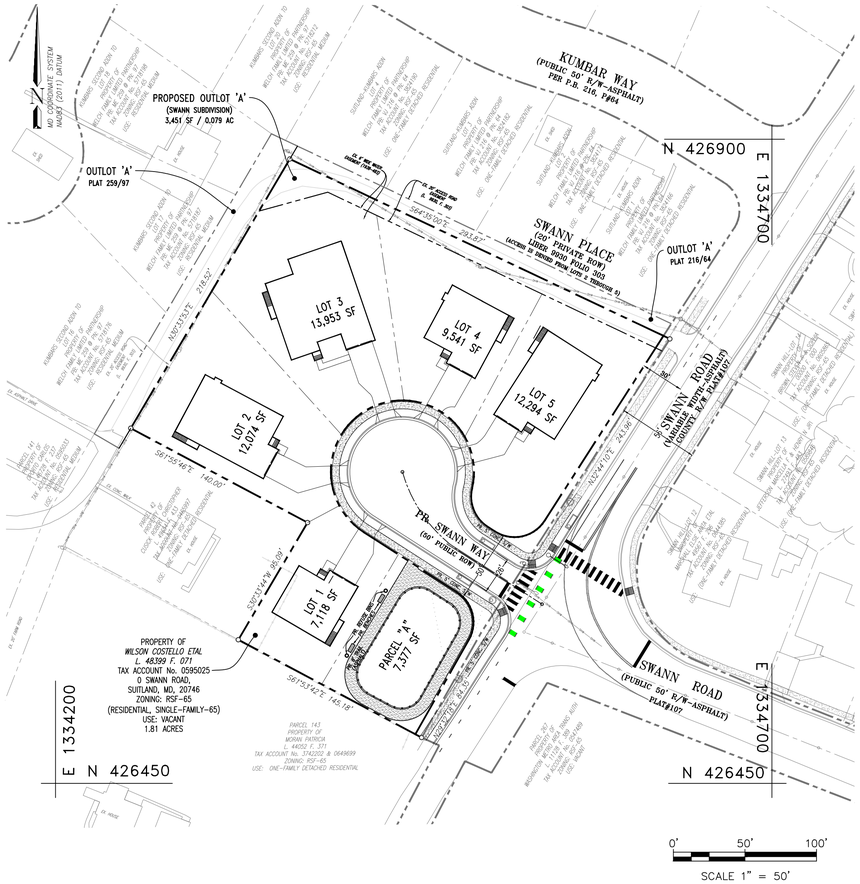
SINGLE FAMILY DETACHED:	2 PARKING SPACES/DU
PROPOSED DWELLINGS:	5 HOUSES
TOTAL PARKING REQUIREMENT:	10 PARKING SPACES
TOTAL PARKING PROVIDED:	10 (INSIDE GARAGE)
	5 (DRIVEWAYS)
	15 PARKING SPACES TOTAL
PARKING DIMENSION: (IN DRIVEWAY)	18' X 20' (MIN)

CONSULTANT'S CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE CODE OF PRINCE GEORGE'S COUNTY WATER RESOURCES PROTECTION AND I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES. THE PLAN IS SIGNED, SEALED AND DATED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MARYLAND.

IBRAHIM K. KHATIB — SIGNATURE — 08/21/2026

PRINT NAME — SIGNATURE — DATE



LOT COVERAGE

LOT	LOT AREA (SF)	IMPERVIOUS AREA (SF)	LOT COVERAGE (%)
1	7,118	2,406	33.8
2	12,074	3,722	30.8
3	13,953	4,533	32.5
4	9,541	2,615	27.4
5	12,294	3,543	28.8

LOTS	AREA (SF)
LOT 1	7,118
LOT 2	12,074
LOT 3	13,953
LOT 4	9,541
LOT 5	12,294
PARCEL "A"	7,377
OUTLOT "A"	3,451

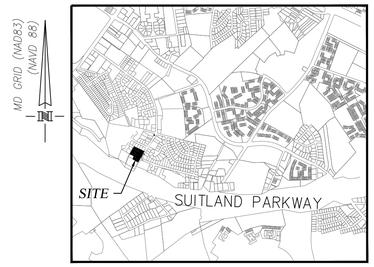
DEVELOPMENT REQUIREMENTS

DESCRIPTION	REQUIRED	PROVIDED
DENSITY (MAX.)	6.7	2.9
NET LOT AREA (MIN.)	6,500 SF	7,118 SF
LOT WIDTH (MIN.)	65'	67'
LOT FRONTAGE WIDTH (MIN.)	45'(4)	52'
LOT COVERAGE (MAX.)	35%	33.8%
FRONT YARD DEPTH (MIN.)	25'	31'
SIDE YARD DEPTH (MIN.)	8'	9'
REAR YARD DEPTH (MIN.)	20'	22'
PRINCIPAL STRUCTURE HEIGHT (MAX.)	40'	37'
ACCESSORY STRUCTURE HEIGHT (MIN.)	15'	N/A

	AREA (AC)	PURPOSE/USE	OWNERSHIP/ MAINTENANCE
PARCEL 'A'	0.169	SWM PARCEL	HOA
PROPOSED OUTLOT 'A'	0.079	ACCESS ROAD	TO BE CONVEYED TO OWNER OF P.141

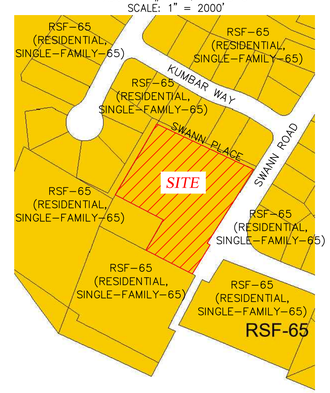
OWNER

COSTELLO WILSON ET AL.
3805 BERRY DR.
TEMPLE HILLS, MD 20748
PHONE: (202) 695-8077
EMAIL: cwilson@teamcpn.com



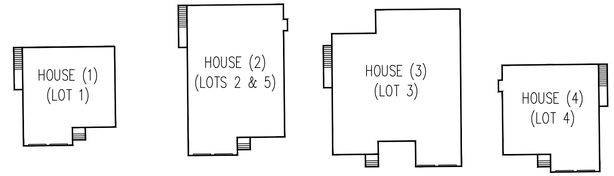
VICINITY MAP

COPYRIGHT ADC THE MAP PEOPLE
PERMIT USE NO 20602153-6
ADC MAP # 5767, GRID B-3
SCALE: 1" = 2000'



ZONING AND USE MAP OF ADJACENT PROPERTIES

SCALE 1" = 100'



SHEET INDEX

SHEET TITLE	SHEET #
COVER SHEET	DSP-1
APPROVAL SHEET	DSP-2
SITE PLAN	DSP-3
DETAIL SHEET	DSP-4
LANDSCAPE PLAN	LP-1-4

REVISIONS	BY

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND TAHT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 28003, EXPIRATION 10/16/2026

ELITE Engineering

ELITE ENGINEERING, LLC
*Engineers * Landscape Architects*
6305 IVY LANE, SUITE 225
GREENBELT, MD 20770
(240) 206-8055

STATE OF MARYLAND — IBRAHIM KHALIL KHATIB — 28003 — PROFESSIONAL ENGINEER

08-21-2026

SWANN SUBDIVISION
DETAILED SITE PLAN
COVER SHEET

3701 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN	KM
CHECKED	AM
DATE	1/16/2026
SCALE	AS SHOWN
DRAWING	

DSP-1

DSP-2026-0023

REVISIONS	BY

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STATE OF MARYLAND
SOHHIN KHALIK KHAN
28003
PROFESSIONAL ENGINEER
08-21-2026

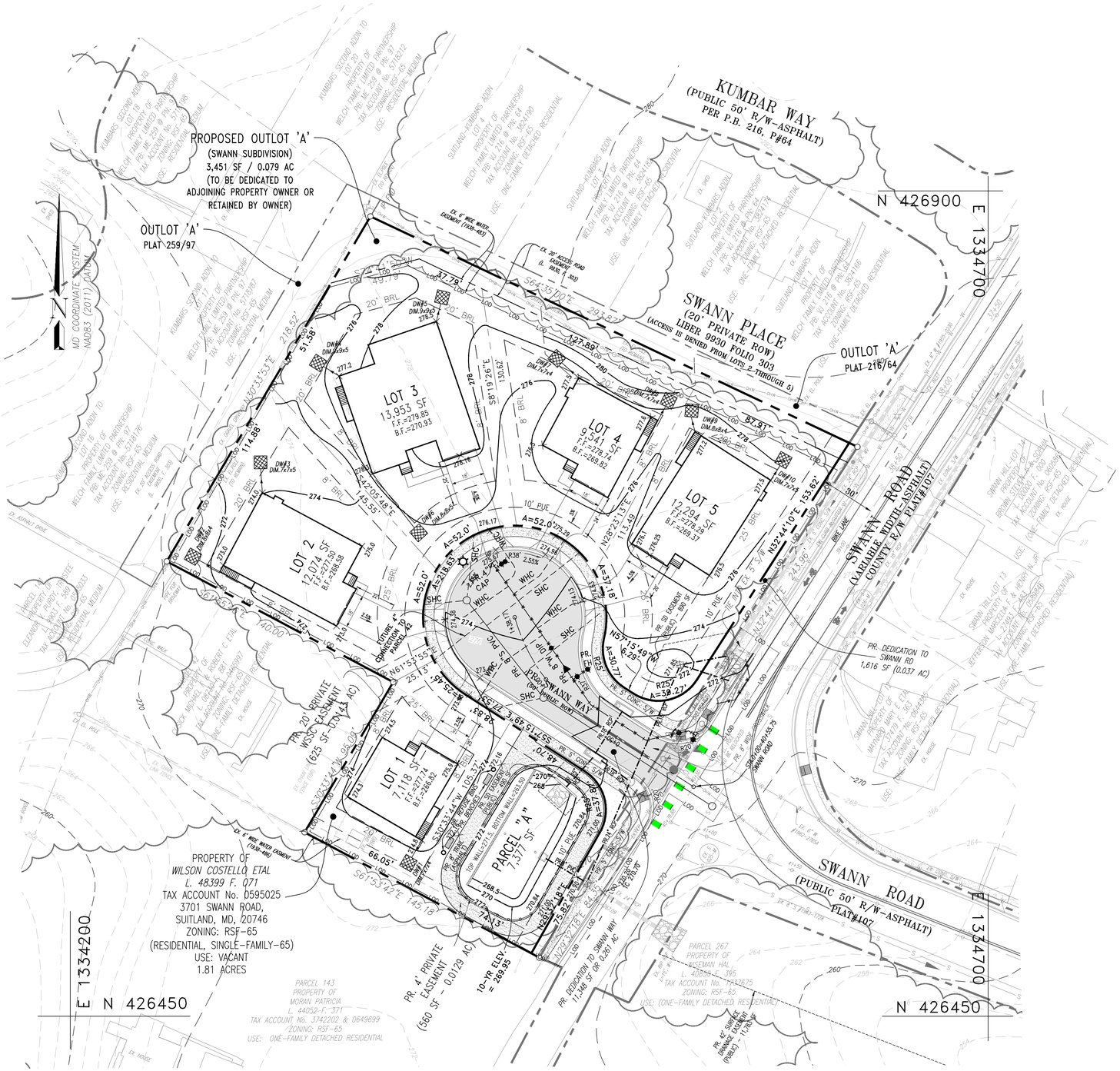
SWANN SUBDIVISION
DETAILED SITE PLAN
APPROVAL SHEET

3701 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN	KM
CHECKED	AM
DATE	1/16/2026
SCALE	AS SHOWN
DRAWING	

DSP-2

DSP-2026-0023



SOILS TABLE

Mapping Unit Name	Soil Series	K-factor	Hydric Group	Drainage	Highly Erodible
MpB	Matapeake dilt loam, 2 to 5 percent slopes	0.49	B	Well Drained	No

LEGEND

TITLE	SYMBOL
PROPERTY BOUNDARY	
ADJACENT PROPERTY BOUNDARY	
EX. ROAD CENTERLINE	
PR. ROAD CENTERLINE	
EX. 2' CONTOUR	212
EX. 10' CONTOUR	210
PR. CONTOUR	212
EX. TREE LINE	
PR. TREE LINE	
LIMIT OF DISTURBANCE	LOD LOD LOD
EX. OVERHEAD WIRE	OHW OHW
EX. WATER	W W
EX. SEWER	S S
EX. STORM DRAIN PIPE	EX. 24" RCP
PR. WATER	PR. 8" W W W W W
PR. SEWER	PR. 8" S
PR. STORM DRAIN PIPE	PR. 24" RCP
PR. RETAINING WALL	
EX. RIP-RAP	
EX. CONCRETE	
PR. CONCRETE	
PR. PAVEMENT	
PR. DRY WELL	
EX. UTILITY POLE	
RELOCATED UTILITY POLE	
PR. LIGHT	

ABBREVIATIONS
IPF= IRON PIPE FOUND

REVISIONS	BY

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STATE OF MARYLAND
YASSHIM KHALIL KAZI
28003
PROFESSIONAL ENGINEER
08-21-2026

SWANN SUBDIVISION
DETAILED SITE PLAN
SITE PLAN

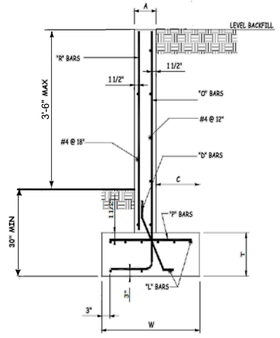
3701 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN	KM
CHECKED	AM
DATE	1/16/2026
SCALE	AS SHOWN
DRAWING	DSP-3

DSP-2026-0023

REINFORCED CONCRETE RETAINING WALLS

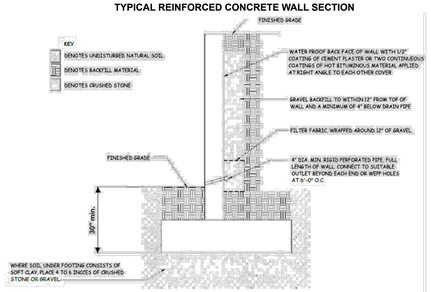
1. The minimum compressive strength at 28 days shall be 3500 psi.
2. Materials used to produce concrete shall comply with the requirements of ACI 318.
3. Reinforcing steel shall comply with the requirements of ASTM A615 and shall have a minimum yield strength of 60,000 psi.
4. Backfilling against reinforced concrete retaining walls shall not be permitted until the concrete has reached its 28 days strength.
5. Where heavy equipment is used to backfill walls designed to resist earth pressure only, the equipment shall not approach closer to the top of the wall than a distance equal to the height of the wall. Care shall also be taken to avoid exerting large impact forces on the walls as caused by a large mass of moving earth.
6. Reference: Concrete Reinforcing Steel Institute



TYPICAL REINFORCED CONCRETE WALL SECTION

Dimensions					Reinforcing Bars				
H	A	C	W	T	R	O	D	P	L
Level Backfill									
2'-0"	8"	10"	2'-0"	12"	N.A.	#4@18"O.C.	N.A.	#4@18"O.C.	2#4
3'-0"	8"	1'-1"	2'-6"	12"	N.A.	#4@18"O.C.	N.A.	#4@18"O.C.	3#4
4'-0"	8"	1'-4"	3'-0"	12"	#4@18"O.C.	#4@18"O.C.	N.A.	#4@18"O.C.	4#4

TYPICAL REINFORCED CONCRETE WALL SECTION



TYPICAL BACKFILL AND DRAINAGE DETAIL

REINFORCED CONCRETE RETAINING WALL DETAIL

ULTRA SITE PRODUCT SPECIFICATIONS

954-S6
LEXINGTON BENCH WITH BACK

Seats: Seats dimensions are 18" x 20" x 72". 12 gauge die formed flat steel plate with laser cut design. End plates are made of 10 gauge flat steel plate. Reinforced with 3/16 x 1-1/2" flat strip. Electrically MIG welded.

Frame: Legs are cast aluminum.

Seat & Frame Coating: Oven fused functionalized polyethylene copolymer-based thermoplastic. Fluidized bed coating application with superior mechanical performance, impact resistance and UV-stability.

Hardware: All stainless steel hardware fasteners.

Dimensions: 6' portable/surface mount bench with back. Seats are 25-1/2" wide x 72" long. Seat height is 18" from the ground to the top of the seat. The overall dimensions are 76" x 27" x 35-1/2".

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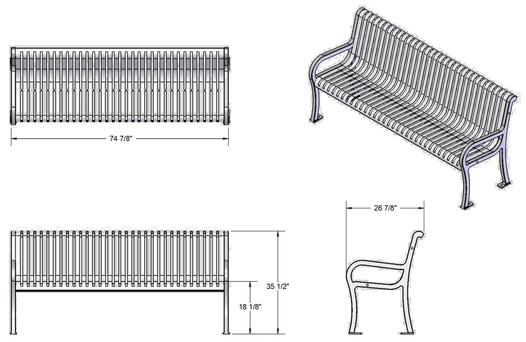
OVERALL DIMENSIONS



BENCH DETAIL

ULTRA SITE PRODUCT SPECIFICATIONS

LX-36
36 GALLON TRASH RECEPTACLE

Material: Sides are fabricated with 2" x 11 gauge steel flat plate. Top rings are 5/8" rod. Bottom rings are 3" x 7 gauge steel flat plate. Bottom plate fabricated from 11 gauge sheet steel precision punched. Surface mount feet are laser cut from 7 ga steel plate. All electrically MIG welded.

Receptacle Coating: Steel is sandblasted to near white condition. Coated with zinc rich epoxy primer and top coated with electrostatic powder coat, oven cured.

Receptacle Dimensions: 31 1/2" diameter x 37-3/4" high x 36 gallon capacity.

Hardware: Mounting hardware not included.

AU-32
32 GALLON ASH URN TOP

Material: Top plate shall be fabricated from 18 gauge steel flat, spun to form. Vertical posts are 1/2" diameter steel rods. Bonnet top shall be fabricated from 20 gauge steel flat, spun to form. Ash urn shall be fabricated from 20 gauge steel flat, spun to form. All electrically MIG welded.

Coating: Steel is sandblasted to near white condition. Coated with zinc rich epoxy primer and top coated with electrostatic powder coat, oven cured.

Receptacle Dimensions: Center opening shall be an 8" inside diameter. The overall dimensions shall be 23-1/2" diameter x 11-1/4" high.

32 Gallon Liner: Made of heay duty plastic.

Overall Dimensions Including Top: 31-1/2" in diameter x 45" high x 36 gallon capacity.

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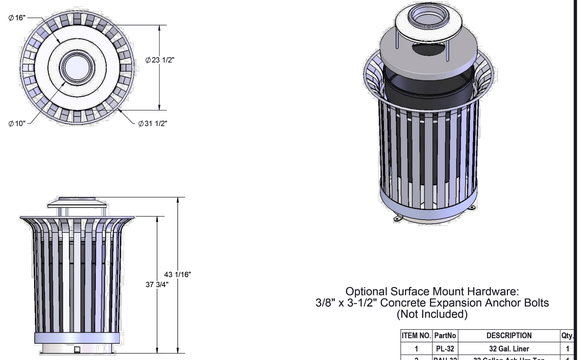
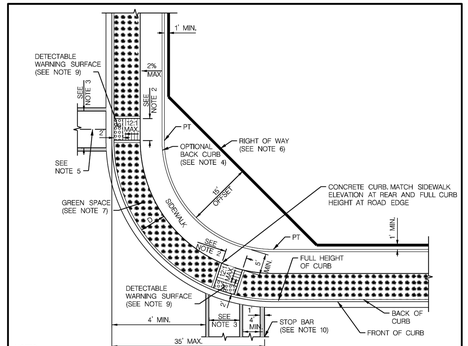
OVERALL DIMENSIONS



Optional Surface Mount Hardware:
3/8" x 3-1/2" Concrete Expansion Anchor Bolts
(Not Included)

ITEM NO.	PartNo	DESCRIPTION	Qty
1	PL-32	32 Gal. Liner	1
2	PAU-32	32 Gallon Ash Urn Top	1
3	PLX-36	Lexington 32 Gallon Receptacle	1

REFUSE BIN DETAIL



NOTES:
1. SEE PRINCE GEORGE'S COUNTY SPECIFICATIONS AND STANDARDS FOR ROADWAYS AND BRIDGES, STANDARD 655.25 FOR SIDEWALK RAMP AND DETECTABLE WARNING SURFACE DETAILS.
2. RAMP AND LANDING WIDTHS SHALL MATCH SIDEWALK WIDTH/MULTI USE PATH WIDTH, 5' MIN.
3. CROSSWALK WIDTH VARIES BASED ON INTERSECTION CONDITIONS:
   - UNSIGNALIZED: 8' MIN.
   - MULTI-USE PATH: 12' MIN.

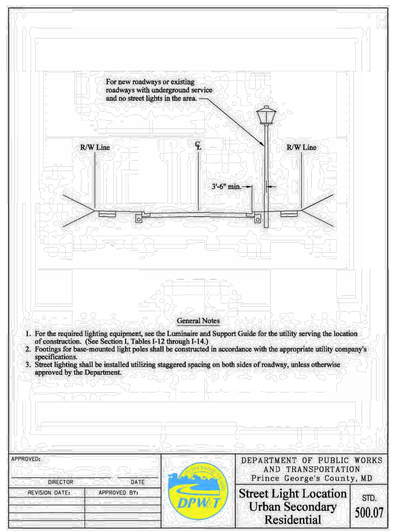
   OR AS DESIGNATED BY COUNTY ENGINEER BASED UPON EXPECTED CROSSWALK USAGE.
4. OPTIONAL BACK CURB AS NEEDED, DEPENDENT ON ADJACENT GRADING.
5. DESIGN CURB RAMPS IN CONJUNCTION WITH CROSSWALK CRITERIA, POSITION OF CURB RAMPS SHALL ALIGN WITH CENTER OF ADJACENT CROSSWALK. IF THERE IS NO CROSSWALK, STOP BAR SHOULD BE PLACED 6' FROM CENTER OF CURB RAMP.
6. ROW TO BE OFFSET 1' AND CHAMFERED 10' FROM CURB PT. ROW OFFSET MAY BE ADJUSTED FOR MULTI USE PATH.
7. DEPTH OF GREEN SPACE (D) IN FEET EQUAL TO HEIGHT OF ROADWAY CURB IN INCHES.
8. AT THE DISCRETION OF THE COUNTY ENGINEER, CROSSWALKS SHALL BE INSTALLED PERPENDICULAR TO CURB LINE.
9. DETECTABLE WARNING SURFACE SHALL BE A CONTRASTING COLOR TO SIDEWALK (YELLOW OR RED ONLY) SEE 655.25 FOR DETECTABLE WARNING SURFACE DETAILS.
10. AT THE DISCRETION OF THE COUNTY ENGINEER, STOP BAR SHOULD COMPLY WITH LATEST AASHTO GUIDELINES. SEE TABLE 3-1 AND 3-2 FOR INTERSECTION SIGHT DISTANCE REQUIREMENTS.

APPROVED
Michael D. Johnson
FOR MICHAEL D. JOHNSON, PE, DIRECTOR
12/09/24
DATE

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD

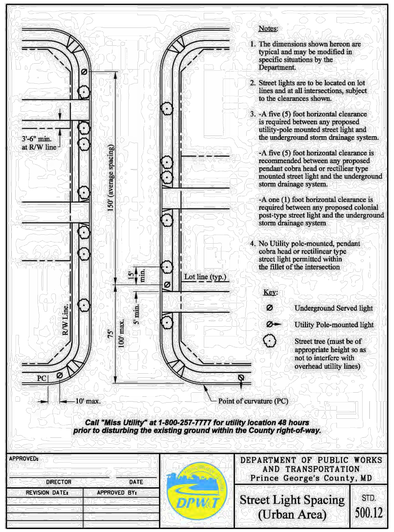
NON-SIGNALIZED INTERSECTION IMPROVEMENT DETAIL: PERPENDICULAR SIDEWALK WITH GREEN SPACE RAMPS FOR >35-FOOT CURB RADIUS

STD. 655.24



APPROVED:
DIRECTOR DATE
REVISION DATE: APPROVED BY:
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD
Street Light Location Urban Secondary Residential
STD. 500.07

STREET LIGHT LOCATION DETAIL



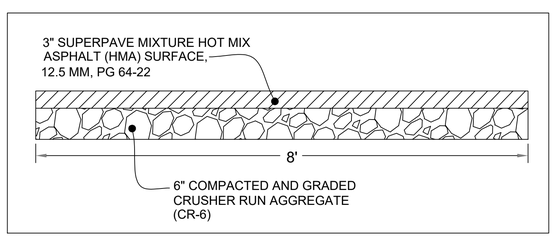
APPROVED:
DIRECTOR DATE
REVISION DATE: APPROVED BY:
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD
Street Light Spacing (Urban Area)
STD. 500.12

STREET LIGHT SPACING DETAIL

STREET LIGHTING SCHEDULE

NO.	STATION / LOCATION	ROAD CLASSIFICATION	DPW&T STD. NO.	EX. LAMP LED EQUIVALENT	EX. LUMINAIRE DISTRIBUTION TYPE	* PR. LAMP LED EQUIVALENT	PR. LUMINAIRE DISTRIBUTION TYPE	SYMBOL	POST MATERIAL INSTALLATION	MOUNTING HEIGHT	SPACING AVG./MAX.	CONFIGURATION	ROAD WIDTH	UTILITY COMPANY	NOTES
1	1+38.17 BETWEEN LOTS 2,3	URBAN SECONDARY RESIDENTIAL ROAD	500.07	N/A	N/A	100 WHPS	COLONIAL POST-TOP TYPE IV	☼	BLACK FIBERGLASS DIRECT BURIED	16'	150'/170'	STAGGERED	26'	PEPCO	PROPOSED LIGHT
2	38+36	EXISTING URBAN PRIMARY ROAD	500.06	150 WHPS	WOODEN POLE PENDANT COBRA HEAD, TYPE III	N/A	N/A	○	BLACK FIBERGLASS DIRECT BURIED	16'	150'/170'	STAGGERED	32'	PEPCO	EXISTING LIGHT TO BE UPGRADED TO LED AS PART OF A SEPERATE PERMIT (2341-2023)
3	40+24	EXISTING URBAN PRIMARY ROAD	500.06	N/A	N/A	150 WHPS	STAND-ALONE ALUMINUM BASE MOUNTED POLE WITH PENDANT COBRA HEAD 6' ARM, TYPE II	○	BLACK FIBERGLASS DIRECT BURIED	26'	150'/170'	STAGGERED	32'	PEPCO	PROPOSED LIGHT

* NOTE: LED WATTAGE VARIES BY UTILITY COMPANY & MANUFACTURING COMPANY



SERVICE ROAD DETAIL
SCALE: NTS

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(240) 206-8055

STATE OF MARYLAND · BAHMAN KHALEGHI · 28003 · PROFESSIONAL ENGINEER
08-21-2026

SWANN SUBDIVISION
DETAILED SITE PLAN
DETAIL SHEET
3701 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 85, GRID F2
6TH ELECTION DISTRICT

DRAWN	KM
CHECKED	AM
DATE	1/16/2026
SCALE	AS SHOWN
DRAWING	DSP-4
	DSP-2026-0023

SWANN RD DEVELOPMENT

SWANN RD, SUITLAND, MD 20746

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EMAIL: amiljkovic@eliteeng.co

STRUCTURAL ENGINEER
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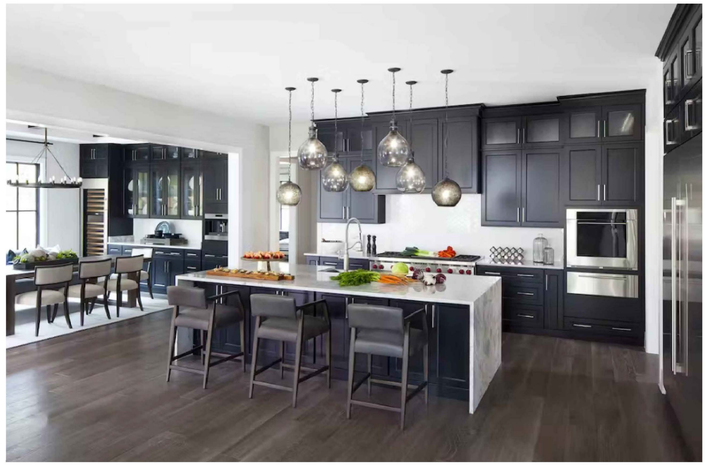

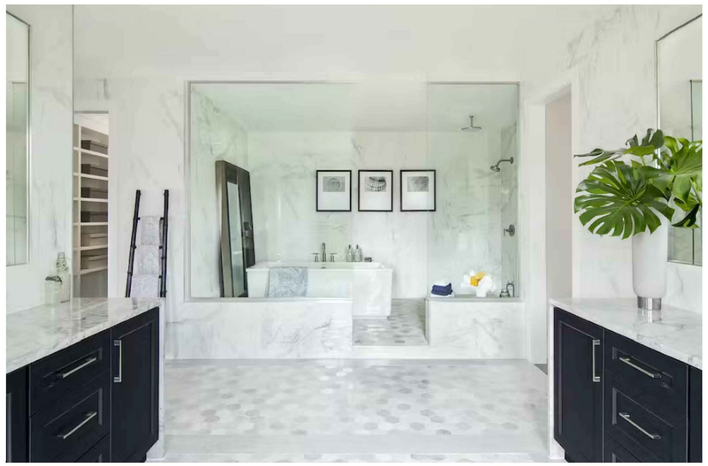

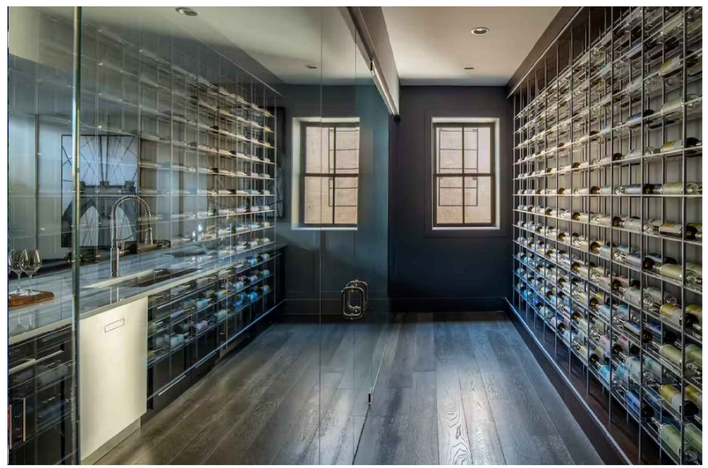

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DESIGN CONSULTING

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WWW.CAMPBELLARCHITECTSDC.COM
PHONE: 443-459-1644

Seal:

NEW SINGLE FAMILY HOME
SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 1/13/2023

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
COVER SHEET
GENEVA

SCALE: AS NOTED
PROJECT NO: 22.059
DRAWN BY: BSANON
CHECKED BY JCAMPBELL
DRAWING NUMBER:
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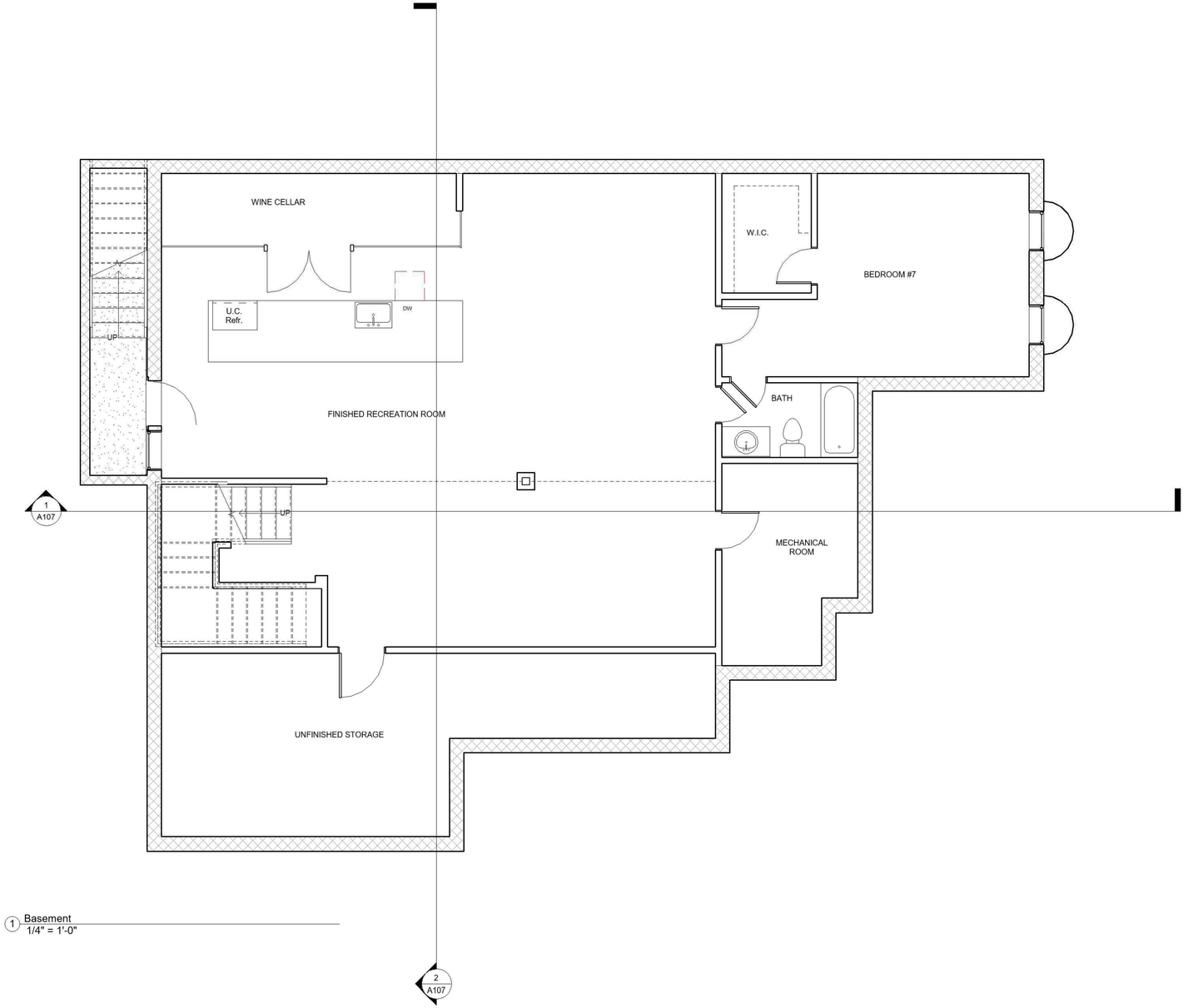

1 Basement
1/4" = 1'-0"

ARCHITECT:

CAIDC

CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

SEAL:

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
BASEMENT NEW WORK PLAN

SCALE: AS NOTED
PROJECT NO: 22.059
DRAWN BY: BSANON
CHECKED BY JCAMPBELL

DRAWING NUMBER:
A101

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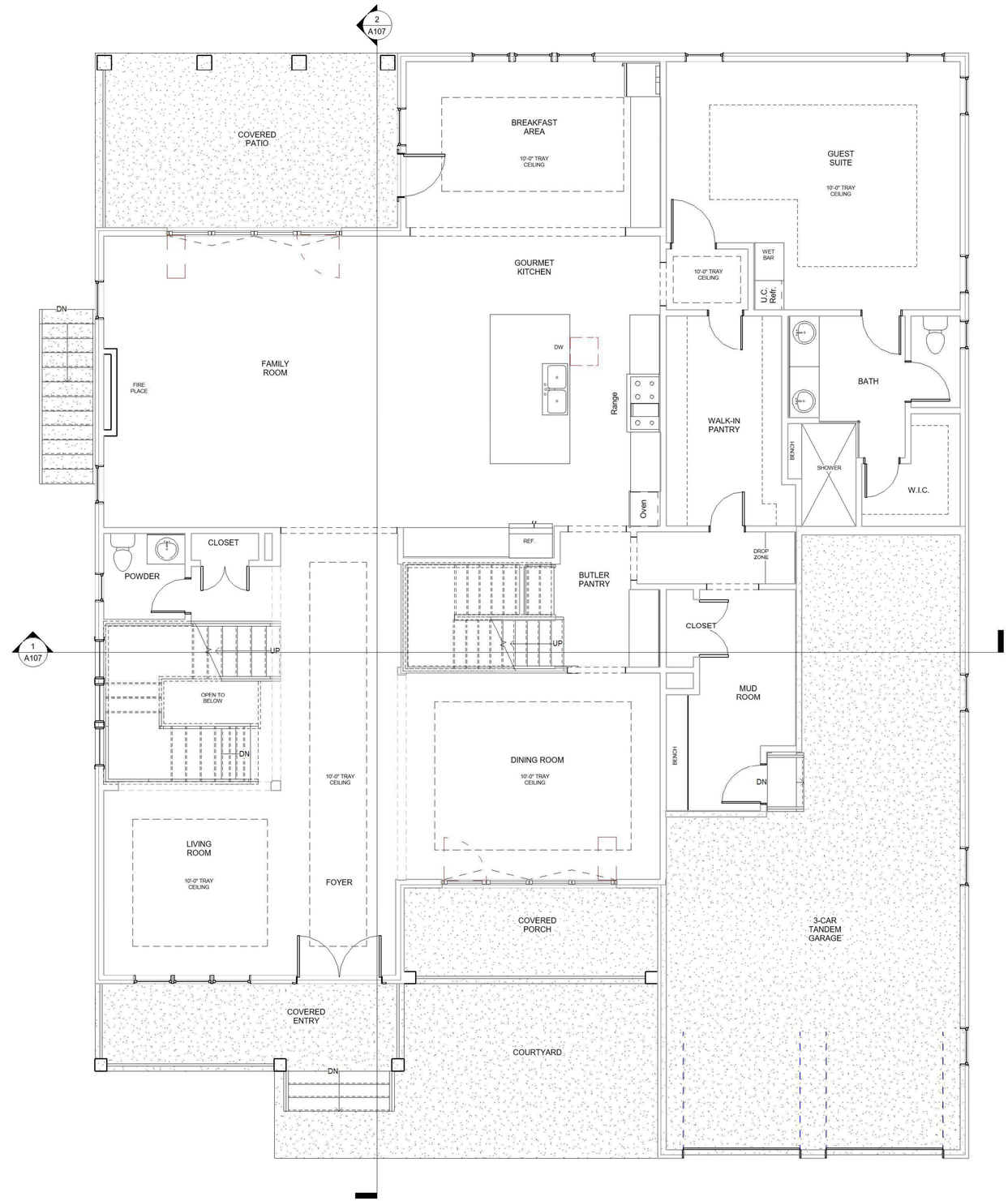

1 First Floor
1/4" = 1'-0"

ARCHITECT:

CAIDC

CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

SEAL:

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
FIRST FLOOR NEW WORK PLAN

SCALE: AS NOTED
PROJECT NO: 22.059
DRAWN BY: BSANON
CHECKED BY JCAMPBELL

DRAWING NUMBER:
A102

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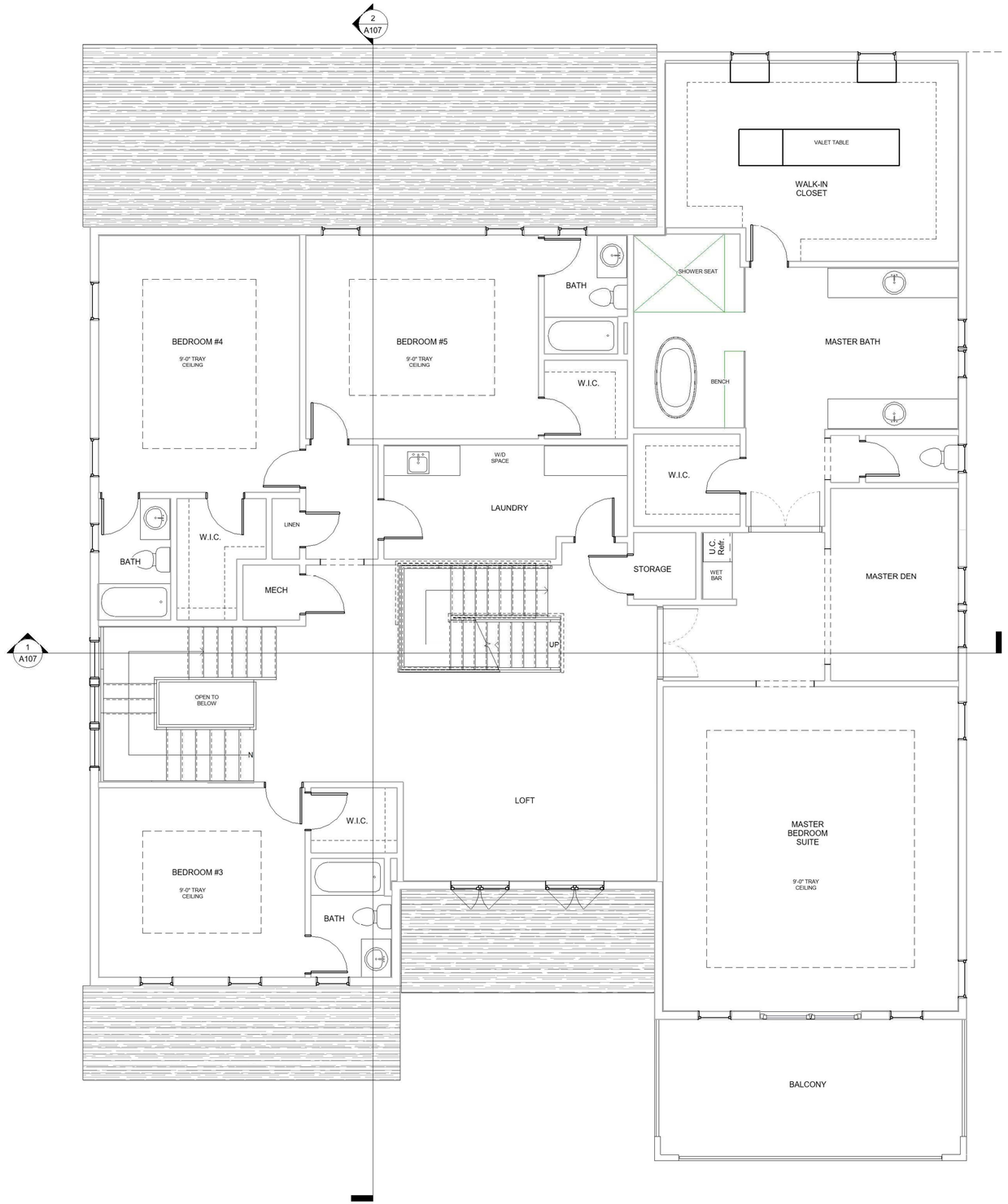

1 Second Floor
1/4" = 1'-0"

ARCHITECT:
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CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
SECOND FLOOR NEW WORK PLAN

SCALE: AS NOTED
PROJECT NO: 22.059
DRAWN BY: BSANON
CHECKED BY JCAMPBELL
DRAWING NUMBER:

A103

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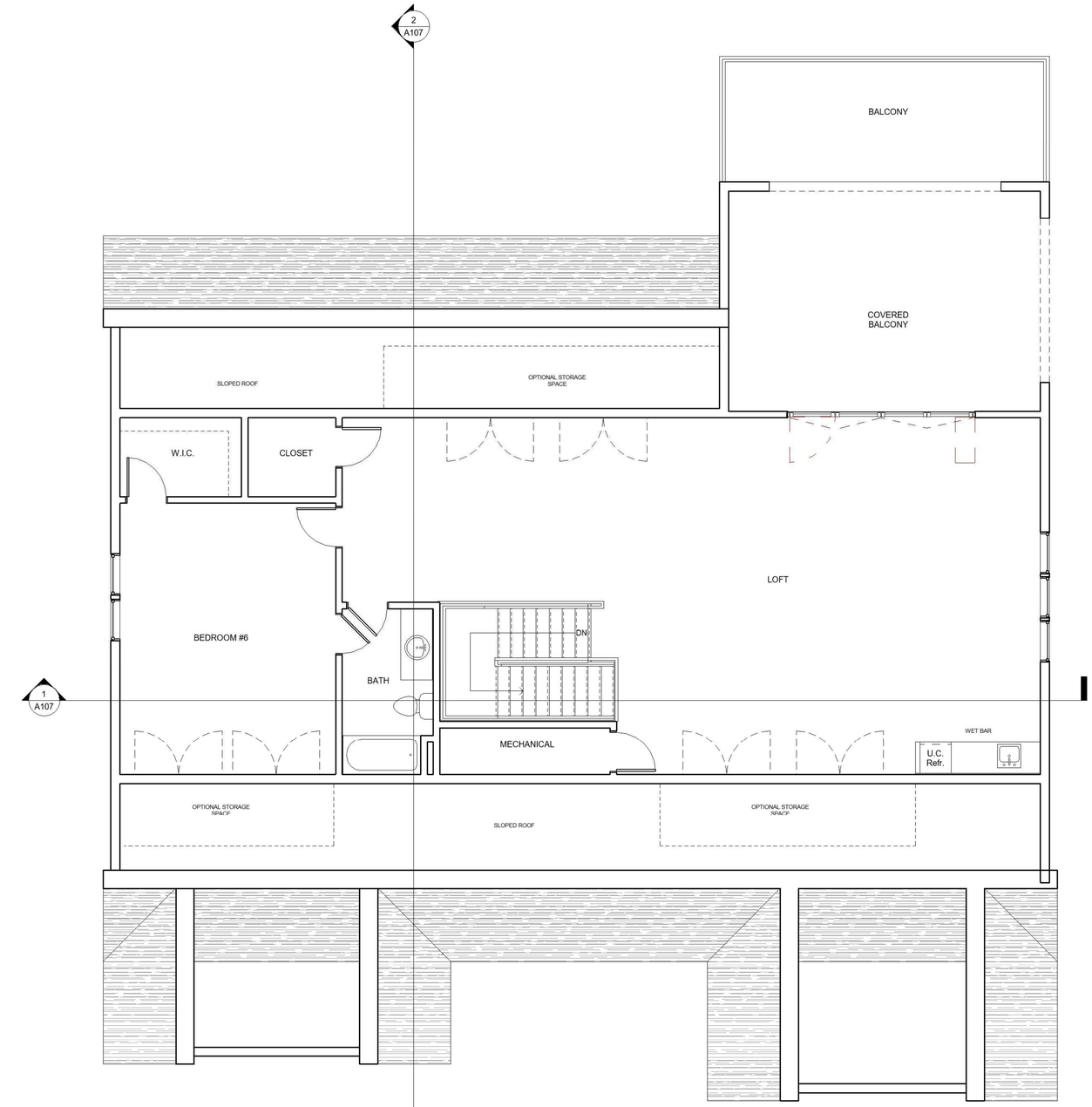

1 Third Floor
1/4" = 1'-0"

ARCHITECT:
CAIDC
CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
THIRD FLOOR NEW WORK PLAN

SCALE: AS NOTED
PROJECT NO: 22.059
DRAWN BY: BSANON
CHECKED BY JCAMPBELL
DRAWING NUMBER:

A104

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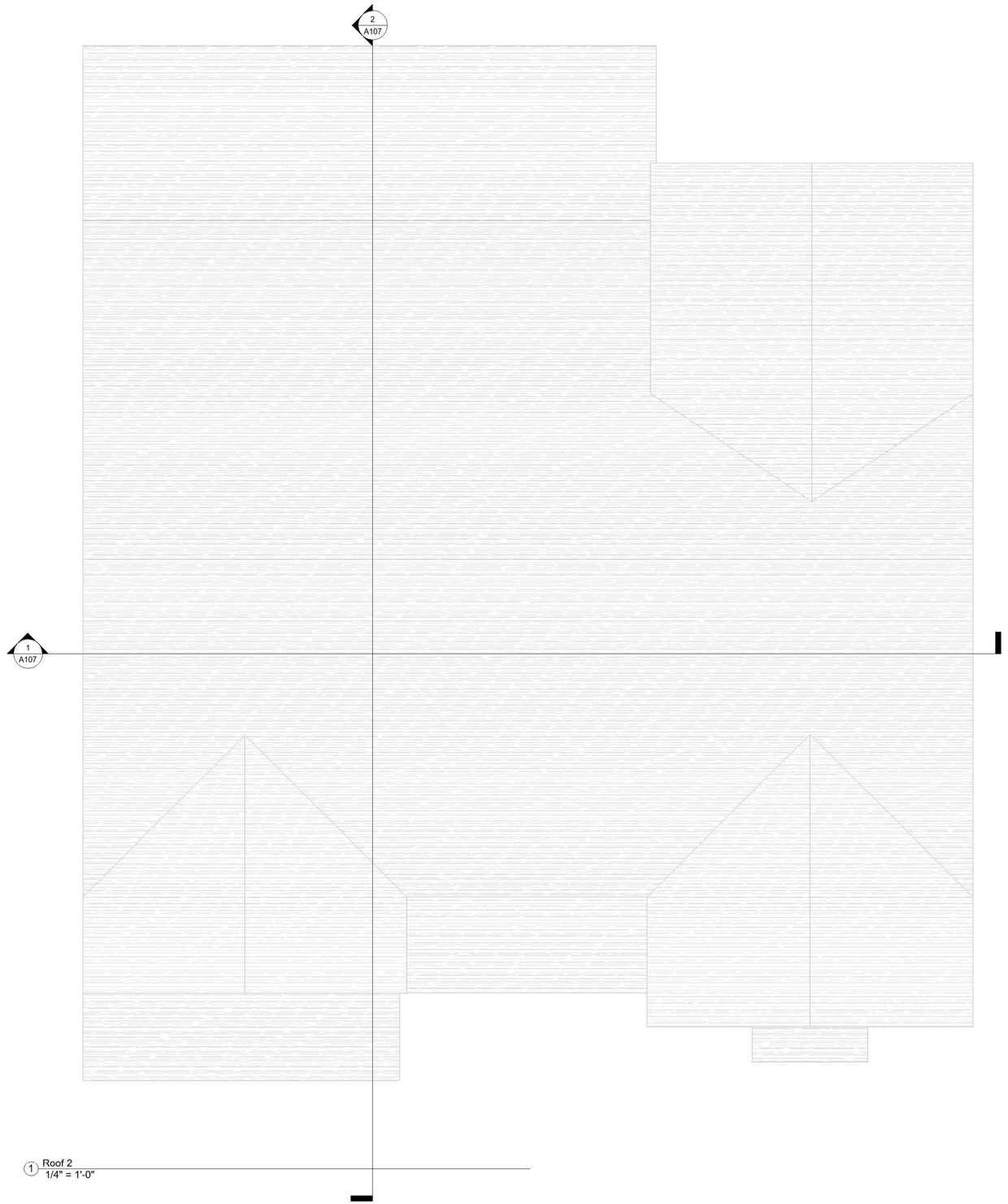

1 Roof 2
1/4" = 1'-0"

ARCHITECT:

CAIDC
CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

SEAL:

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
ROOF PLAN

SCALE: AS NOTED
PROJECT NO: 22.059
DRAWN BY: BSANON
CHECKED BY JCAMPBELL

DRAWING NUMBER:
A105

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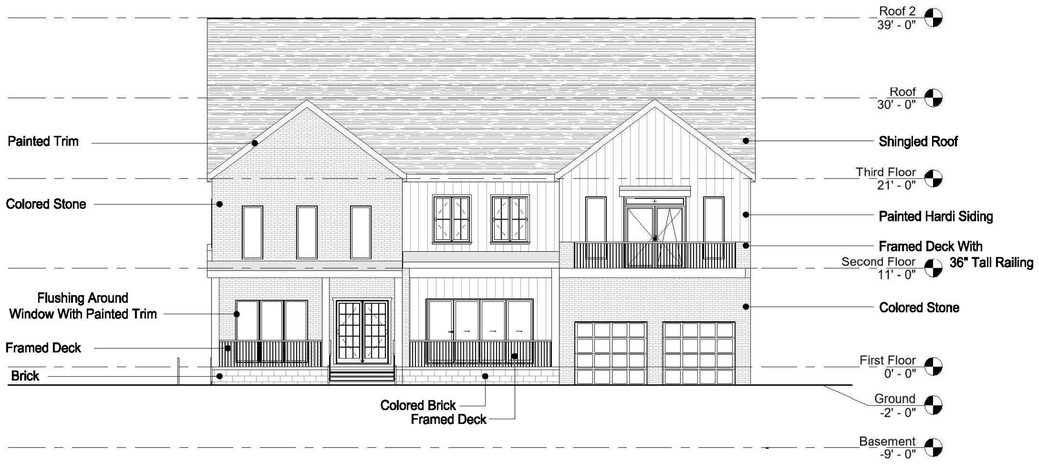


1 South
1/8" = 1'-0"



2 East
1/8" = 1'-0"



3 North
1/8" = 1'-0"



4 West
1/8" = 1'-0"

ARCHITECT:
CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

SEAL:

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE:	2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
BUILDING ELEVATIONS

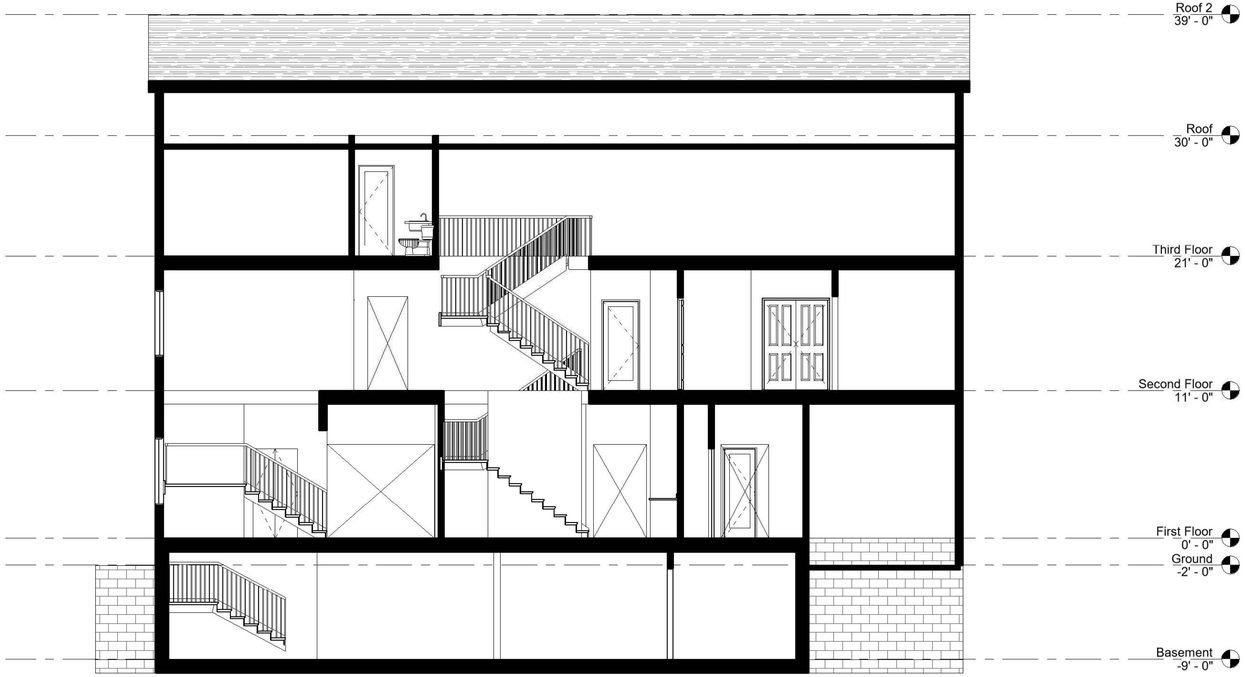
SCALE: AS NOTED

PROJECT NO:	22.059
DRAWN BY:	BSANON
CHECKED BY	JCAMPBELL

DRAWING NUMBER:

A106

3/1/2023 1:56:31 PM



1 Section 1
3/16" = 1'-0"



2 Section 2
3/16" = 1'-0"

ARCHITECT:
CAIDC
CAMPBELL ARCHITECTS, LLC
15602 BEECH TREE PARKWAY
UPPER MARLBORO, MARYLAND

SEAL:

NEW SINGLE FAMILY HOME

SWANN RD
SUITLAND, MD 20746

CLIENT:
JEROME VEST

ORIGINAL DRAWING DATE: 2/27/23

REV.	ISSUE/DESCRIPTION	DATE

DRAWING TITLE:
BUILDING SECTION

SCALE: AS NOTED

PROJECT NO:	22.059
DRAWN BY:	BSANON
CHECKED BY	JCAMPBELL

DRAWING NUMBER:
A107

3/1/2023 1:56:36 PM

1ST FLOOR PLAN KEY NOTE

1. 4" STONE AROUND THE PERIMETER OF HOUSE W/ STONE CAP 24" TALL IN THE FRONT, FLUSH WITH FINISH FLOOR ON SIDE AND REAR. SEE ELEVATIONS FOR MORE INFO
2. NEW CONC. STAIR TO GRADE W/ 36" TALL RAILING ANCHORED ON BOTH SIDE OF WALL AND 36" TALL FALL PROTECTION AT TOP OF WALL.
3. NEW EGRESS WINDOW WELL W/ 36" TALL FALL PROTECTION RAILING. LADDER AND GATE AS REQUIRED PER WINDOW WELL DEPTH.
4. WOOD BEAM AND WOOD POSTS. SEE A410 FOR MORE INFO
5. NEW WOOD FRAME STAIR 17R@7.29" T@10" W/ 1" OVER HANG. 36" TALL RAILING ON ONESIDE OF WALL
6. 2x6 EXTERIOR WALL AND WALL BETWEEN HOUSE AND GARAGE WITH MIN. R-30 CLOSED CELL SPRAY FORM INSULATION.
7. ALL INTERIOR STUD TO BE 2x4 WOOD STUD U.O.N.
8. GARAGE CEILING AND WALL TO BE $\frac{5}{8}$" TYPE X 1 HR FIRE RATED GYP. BD. THROUGH OUT.
9. KITCHEN: SOLID COUNTER TOP, BASE AND WALL CABINET WITH ISLAND. APPLIANCE (RANGE, HOOD, REF., D/W, OVEN)
10. POWDER: TILED FLOOR, TILED WALL ON ONE SIDE AND BATHROOM ACCESSORIES.
11. 36" WIDE DIRECT VENT GAS FIREPLACE
12. ROD AND SHELF IN CLOSET, ADJUSTABLE SHELVES IN PANTRY
13. COVERED PORCH: CONC. TURN DOWN SLAB. CLADDED P.T. 6x6 POST AND BEAM W/ PTD. OR STAINED EXT. GRADE CEILING BD.
14. DECK: TREX DECKING BD. OVER P.T. DECK FRAME ON CONC. FTG. AND LEDGER BD. AGAINST HOUSE. 36" RAILING AS REQ.
15. MARBLE THRESHOLD BETWEEN HARD WOOD FLOOR AND TILE & METAL THRESHOLDS BETWEEN OUTDOOR AND INDOOR FINISHES

SYMBOLS

- NEW WALL
- NEW BEARING WALL
- STRUCTURAL BEAM
- OBJECT BELOW
- OBJECT ABOVE

WINDOW SCHEDULE (#) WINDOW ID

FIRST FLOOR PLAN

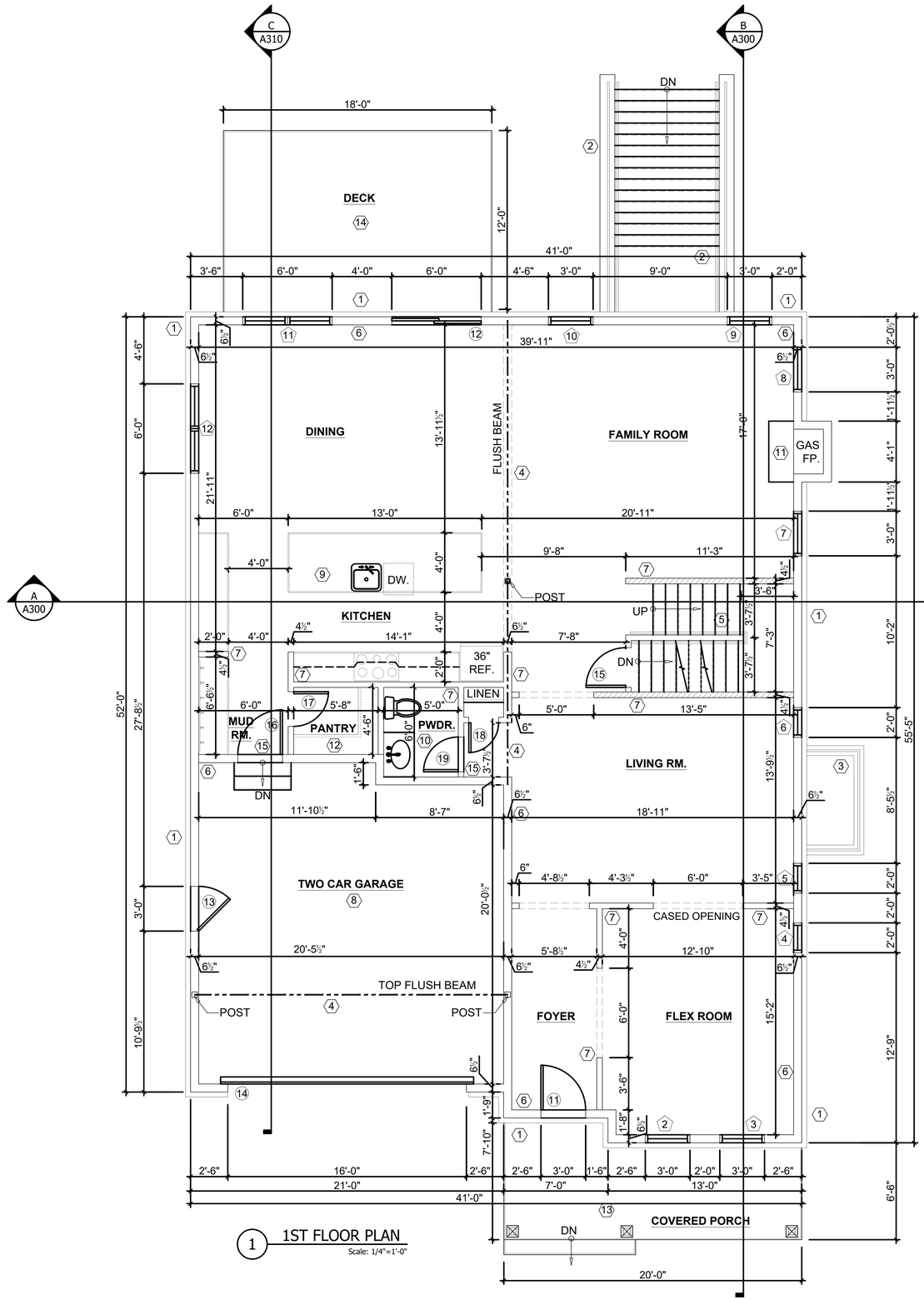
WINDOW ID #	TYPE	SIZE (WxH)	REMARK
2	CASEMENT	3'-0"x6'-0"	
3	CASEMENT	3'-0"x6'-0"	
4	CASEMENT	2'-0"x6'-0"	
5	CASEMENT	2'-0"x6'-0"	
6	CASEMENT	2'-0"x6'-0"	
7	CASEMENT	3'-0"x6'-0"	
8	CASEMENT	3'-0"x6'-0"	
9	CASEMENT	3'-0"x6'-0"	
10	CASEMENT	3'-0"x6'-0"	
11	CASEMENT	6'-0"x6'-0"	
12	CASEMENT	6'-0"x6'-0"	

DOOR SCHEDULE (#) DOOR ID

FIRST FLOOR PLAN

DOOR ID #	TYPE	SIZE (WxH)	REMARK
11	Exterior Door	3'-0"x8'-0"	
12	Ext. Sliding Door	6'-0"x8'-0"	
13	Exterior Door	3'-0"x8'-0"	
14	GARAGE DOOR	16'-0"x8'-6"	
15	Interior Door	2'-8"x7'-0"	
16	Interior Door	3'-0"x7'-0"	45 min. Fire Rated Door
17	Interior Door	2'-4"x7'-0"	
18	Interior Door	2'-0"x7'-0"	
19	Interior Door	2'-4"x7'-0"	

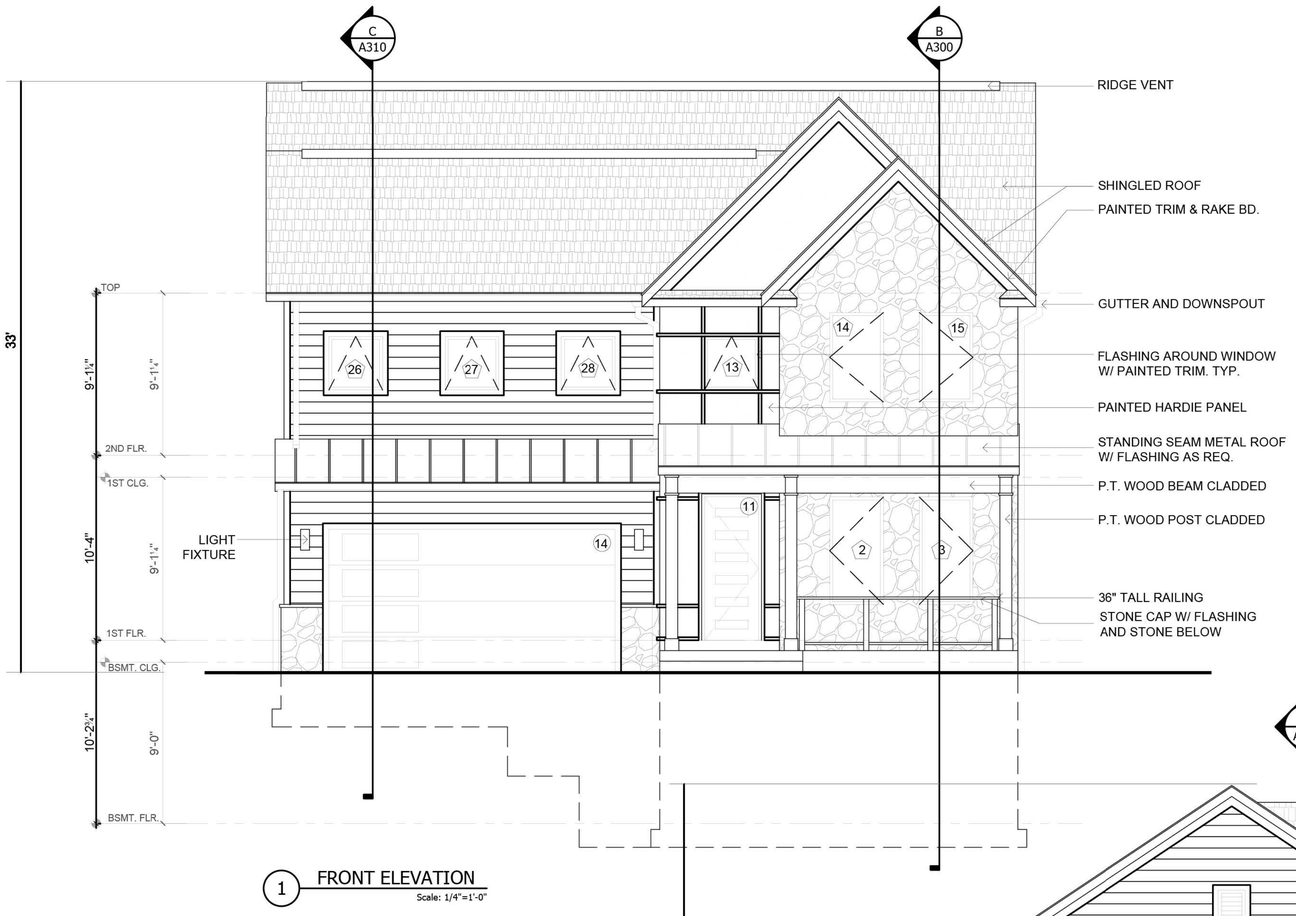
* ALL THE DOOR AND GLAZING TO HAVE U-FACTOR OF 0.30
** ALL THE GLAZING TO HAVE SHGC VALUE OF 0.40



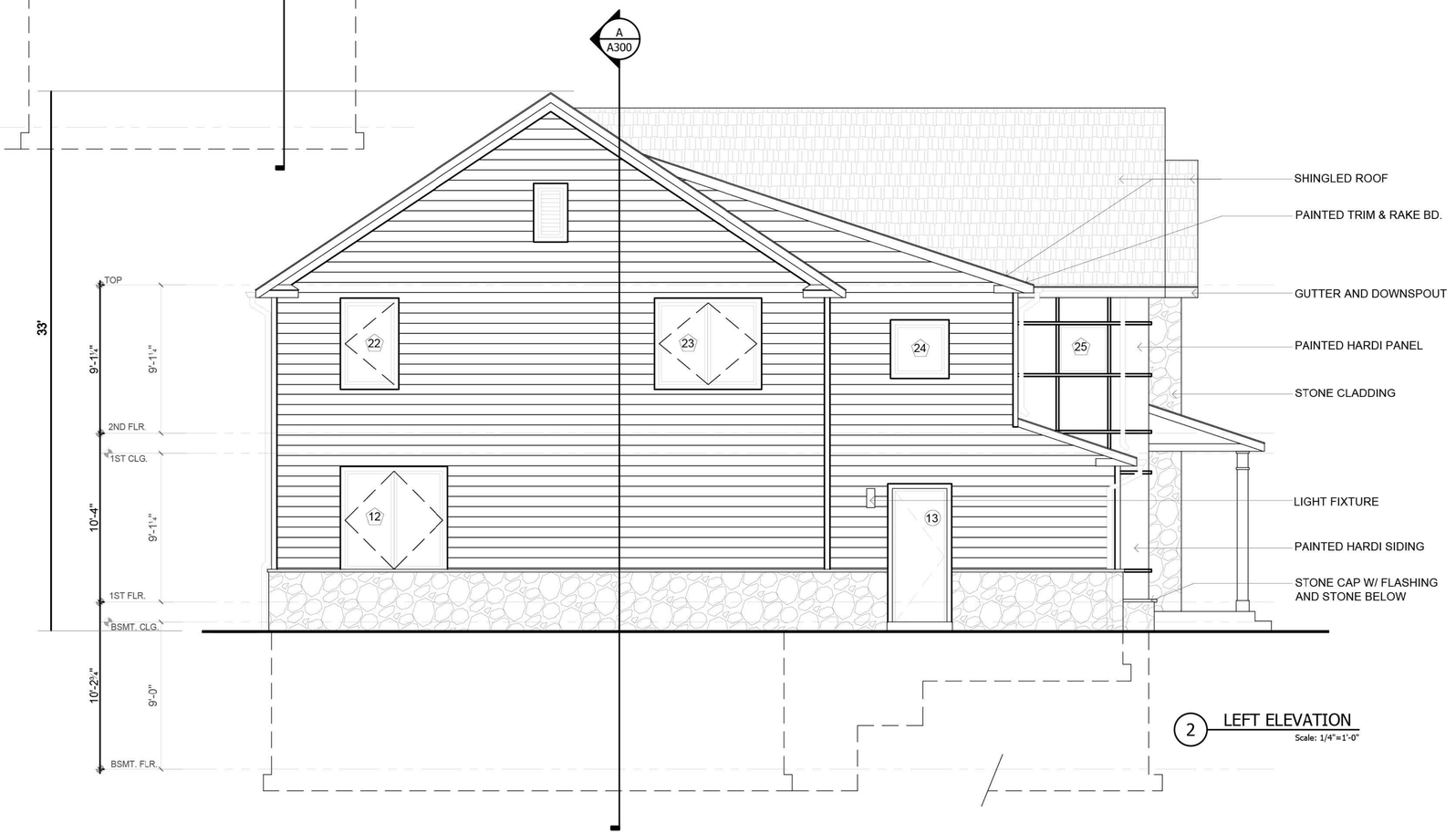
FIRST FLOOR PLAN

LOT 2&5

A120



1 FRONT ELEVATION
Scale: 1/4"=1'-0"

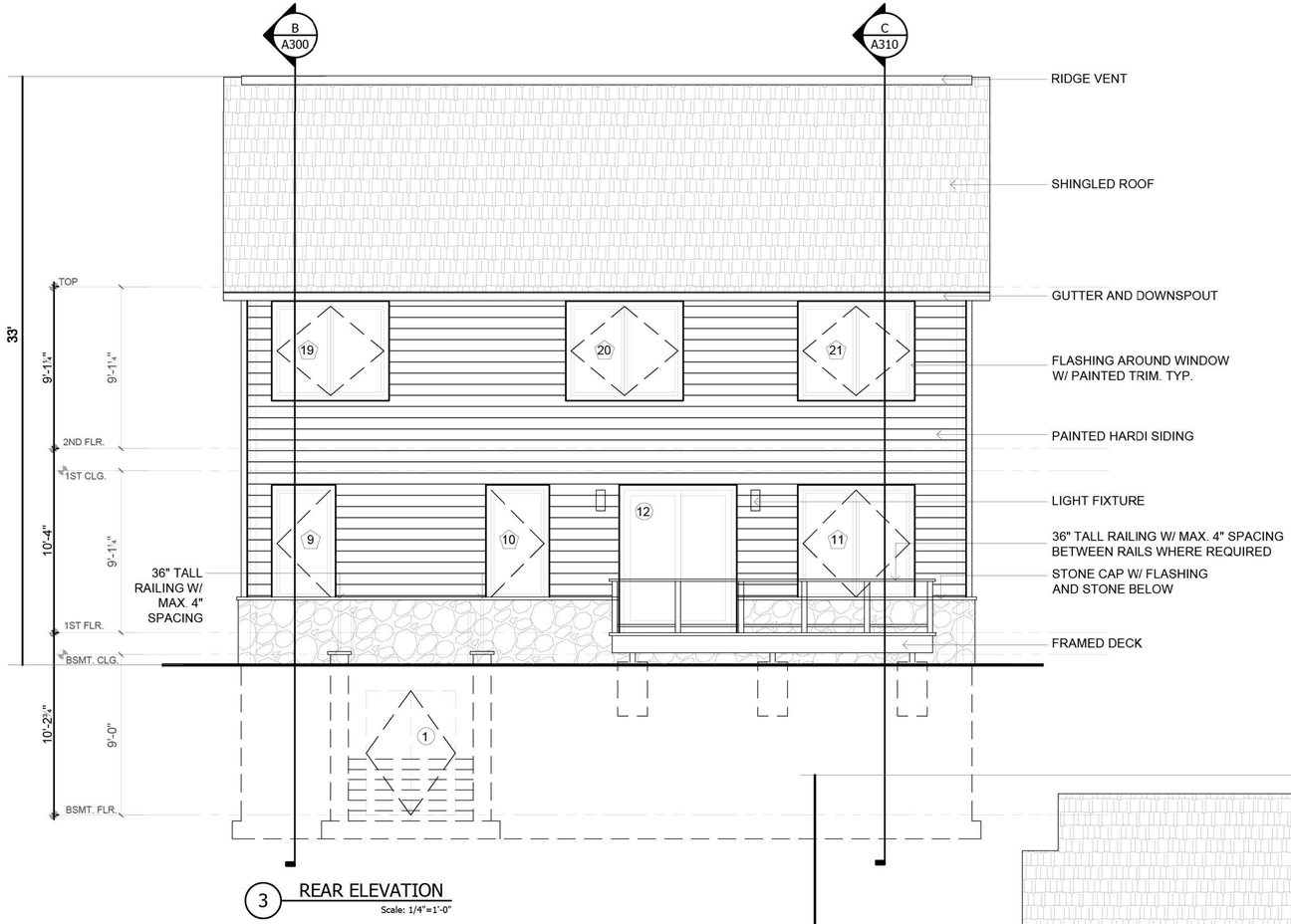


2 LEFT ELEVATION
Scale: 1/4"=1'-0"

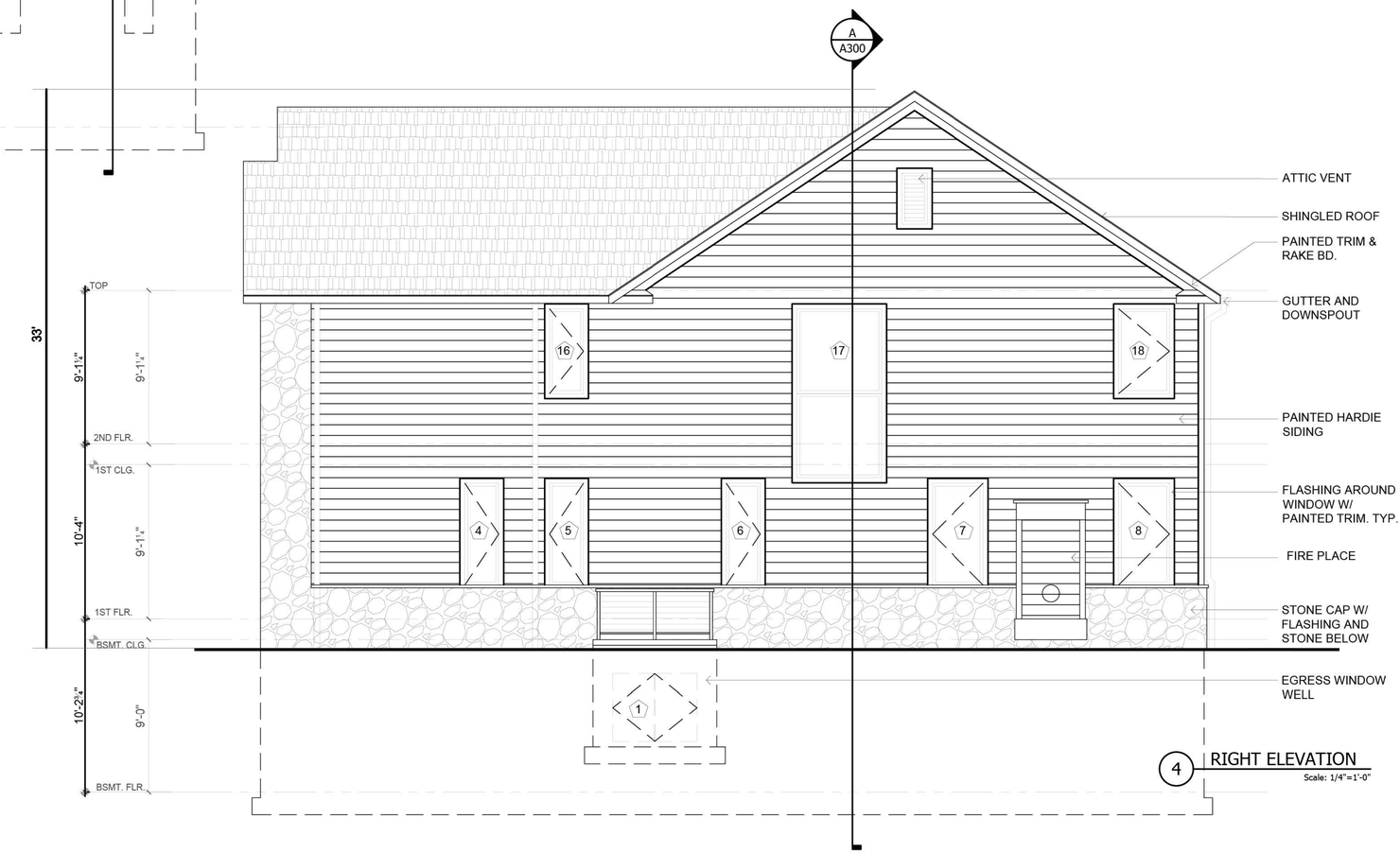
ELEVATIONS
(FRONT & LEFT)

LOT 2&5

A200



3 REAR ELEVATION
Scale: 1/4"=1'-0"



4 RIGHT ELEVATION
Scale: 1/4"=1'-0"

ELEVATIONS
(REAR & RIGHT)

LOT 2&5
A210

1ST FLOOR PLAN KEY NOTE

1. 4" STONE AROUND THE PERIMETER OF HOUSE W/ STONE CAP 24" TALL IN THE FRONT, FLUSH WITH FINISH FLOOR ON SIDE AND REAR. SEE ELEVATIONS FOR MORE INFO
2. NEW CONC. STAIR TO GRADE W/ 36" TALL RAILING ANCHORED ON BOTH SIDE OF WALL AND 36" TALL FALL PROTECTION AT TOP OF WALL.
3. NEW EGRESS WINDOW WELL W/ 36" TALL FALL PROTECTION RAILING. LADDER AND GATE AS REQUIRED PER WINDOW WELL DEPTH.
4. BEAM AND HEADER ABOVE THE BEARING WALL. SEE A410 FOR MORE INFO
5. NEW WOOD FRAME STAIR 17R@7.29" T@10" W/ 1" OVER HANG. 36" TALL RAILING ON ONESIDE OF WALL
6. 2x6 EXTERIOR WALL AND WALL BETWEEN HOUSE AND GARAGE WITH R-19 INSULATION.
7. ALL INTERIOR STUD TO BE 2x4 WOOD STUD U.O.N.
8. GARAGE CEILING AND WALL TO BE 5/8" TYPE X 1 HR FIRE RATED GYP. BD. THROUGH OUT.
9. KITCHEN: SOLID COUNTER TOP, BASE AND WALL CABINET WITH ISLAND. APPLIANCE (RANGE, HOOD, REF., D/W, OVEN)
10. POWDER: TILED FLOOR, TILED WALL ON ONE SIDE AND BATHROOM ACCESSORIES.
11. 36" WIDE DIRECT VENT GAS FIREPLACE
12. ROD AND SHELF IN CLOSET, ADJUSTABLE SHELVES IN PANTRY
13. COVERED PORCH: CONC. TURN DOWN SLAB. CLADDED P.T. 6x6 POST AND BEAM W/ PTD. EXT. GRADE CEILING BD.
14. DECK: TREX DECKING BD. OVER P.T. DECK FRAME ON CONC. FTG. AND LEDGER BD. AGAINST HOUSE. 36" RAILING AS REQ.
15. MARBLE THRESHOLD BETWEEN HARD WOOD FLOOR AND TILE & METAL THRESHOLDS BETWEEN OUTDOOR AND INDOOR FINISHES

SYMBOLS

- NEW WALL
- NEW BEARING WALL
- STRUCTURAL BEAM
- OBJECT BELOW
- OBJECT ABOVE

WINDOW SCHEDULE (#) WINDOW ID

FIRST FLOOR PLAN

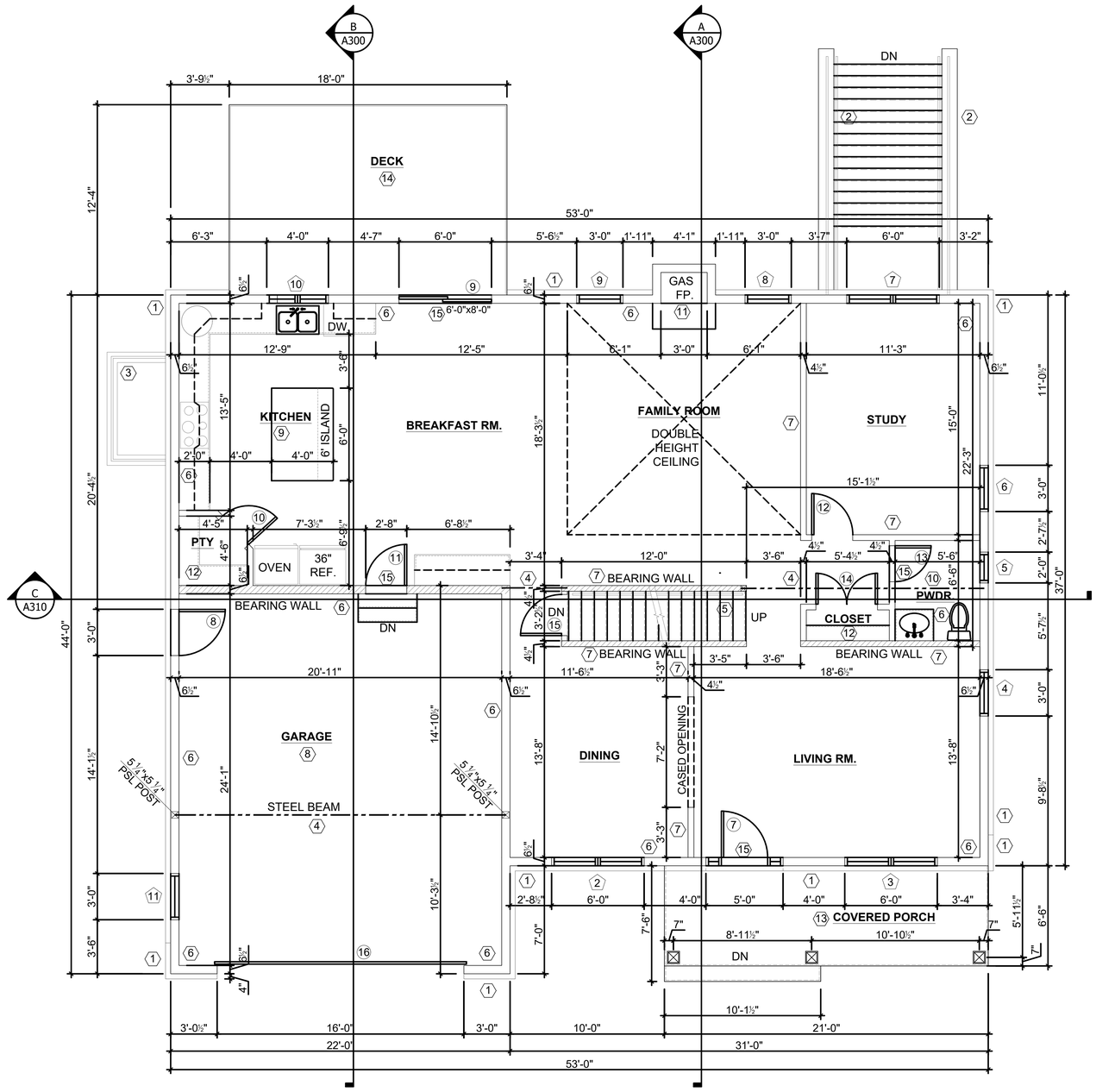
WINDOW ID #	TYPE	SIZE (WxH)	REMARK
2	CASEMENT	(2)3'-0"x6'-0"	
3	CASEMENT	(2)3'-0"x6'-0"	
4	CASEMENT	3'-0"x6'-0"	
5	AWNING	2'-0"x2'-0"	
6	CASEMENT	3'-0"x6'-0"	EGRESS WINDOW
7	CASEMENT	(2)3'-0"x6'-0"	
8	CASEMENT	3'-0"x6'-0"	3'-0"x5'-4" Fixed Window Above
9	CASEMENT	3'-0"x6'-0"	3'-0"x5'-4" Fixed Window Above
10	CASEMENT	4'-0"x4'-6"	FRENCH CASEMENT
11	FIXED GLASS	3'-0"x6'-0"	

DOOR SCHEDULE (#) DOOR ID

FIRST FLOOR PLAN

DOOR ID #	TYPE	SIZE (WxH)	REMARK
7	Exterior Door	3'-0"x8'-0"	W/ 12" SIDELIGHTS
8	Exterior Door	3'-0"x8'-0"	
9	Ext. Sliding Door	6'-0"x8'-0"	
10	Interior Door	2'-6"x7'-0"	
11	Interior Door	2'-8"x7'-0"	45 min. Fire Rated Door
12	Interior Door	2'-8"x7'-0"	
13	Interior Door	2'-4"x7'-0"	
14	Interior Dbl. Door	(2)2'-4"x7'-0"	
15	Interior Door	2'-8"x7'-0"	
16	GARAGE DOOR	16'-0"x8'-0"	

* ALL THE DOOR AND GLAZING TO HAVE U-FACTOR OF 0.35
** ALL THE GLAZING TO HAVE SHGC VALUE OF 0.4



1 1ST FLOOR PLAN
Scale: 1/4"=1'-0"

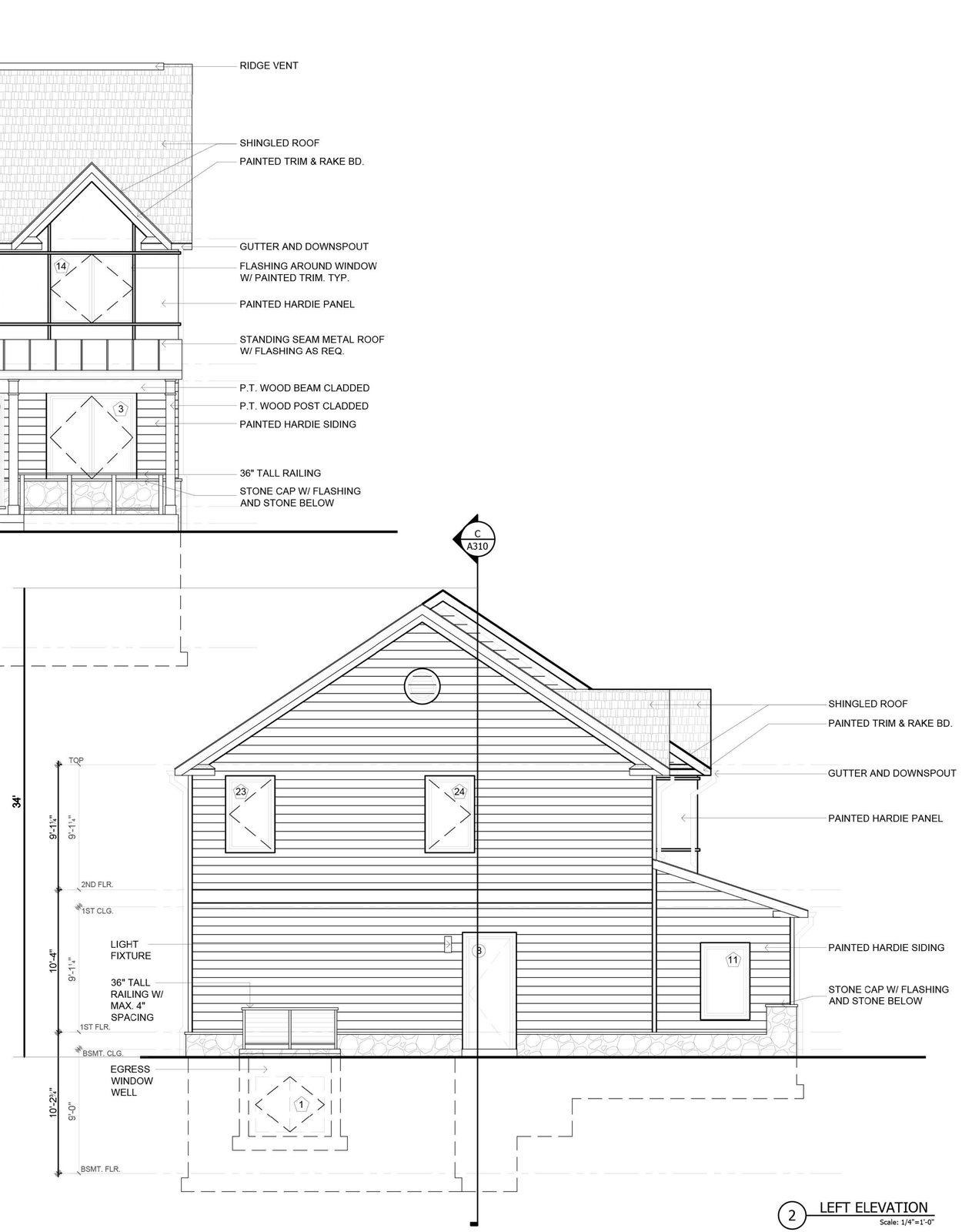
FIRST FLOOR PLAN

LOT 1&4

A120



1 FRONT ELEVATION
Scale: 1/4"=1'-0"

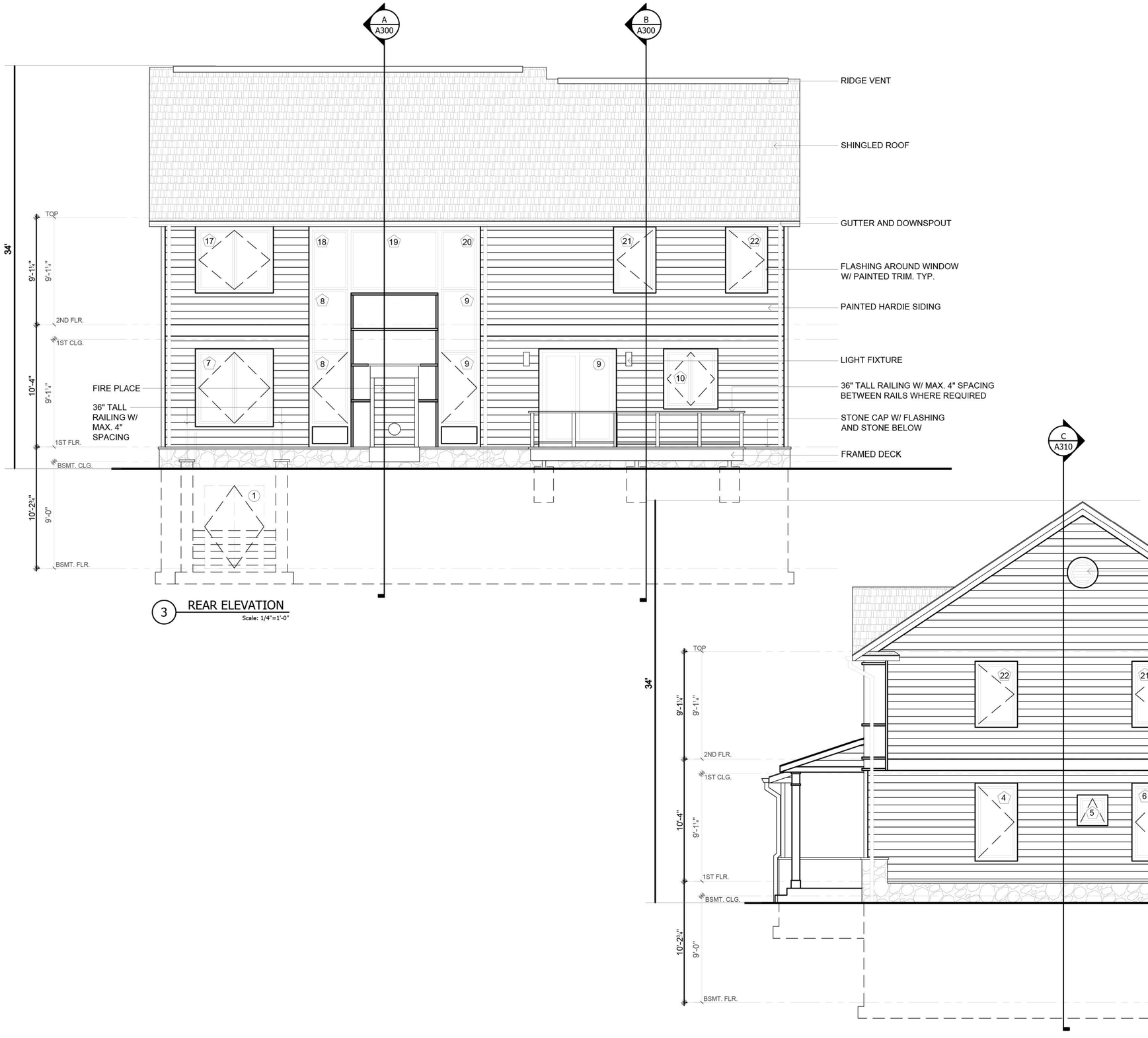


2 LEFT ELEVATION
Scale: 1/4"=1'-0"

ELEVATIONS
(FRONT & LEFT)

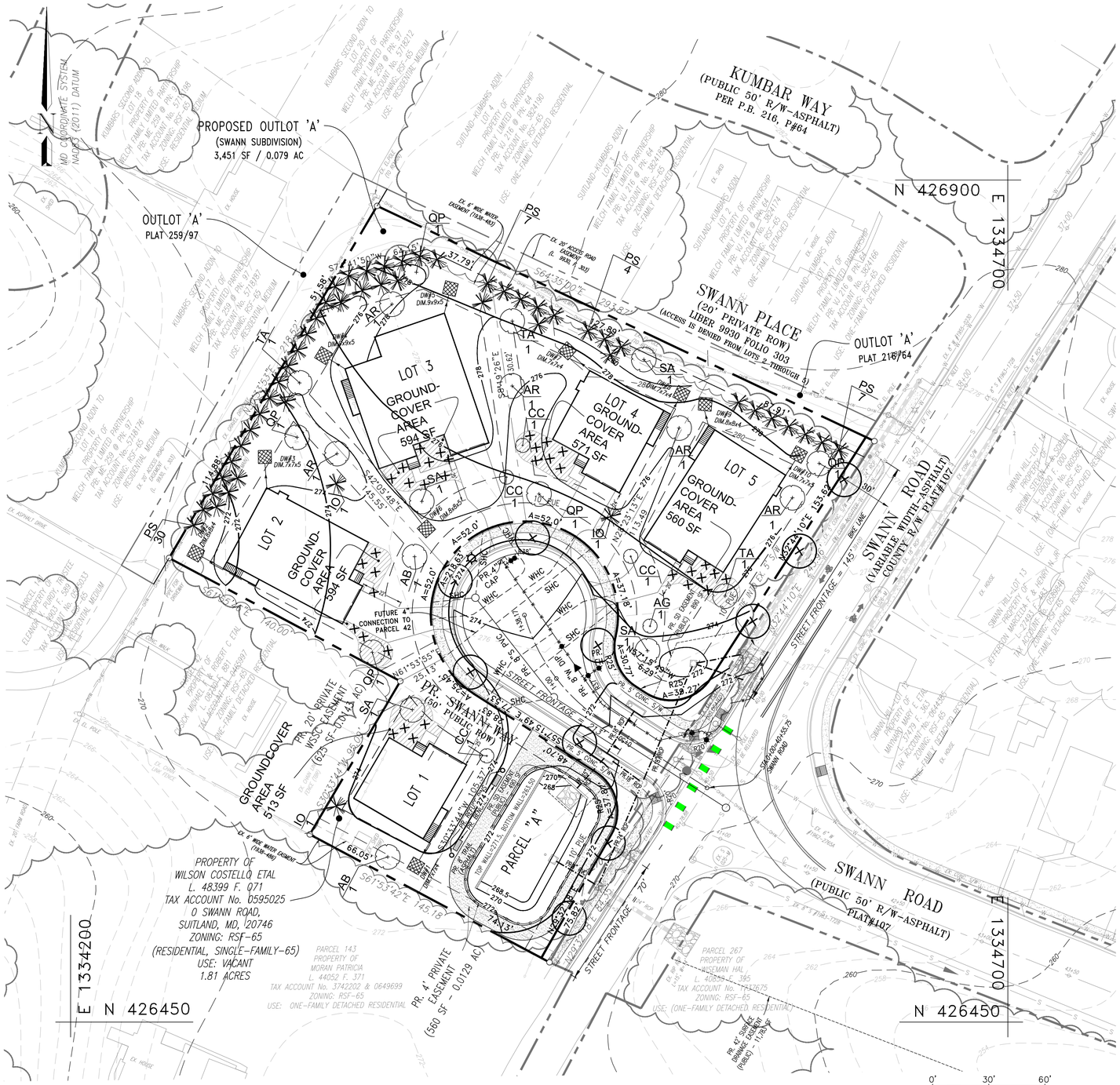
LOT 1&4

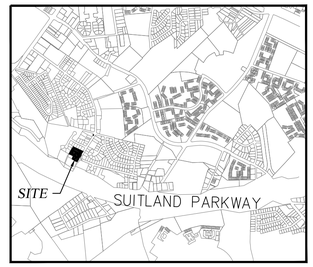
A200



ELEVATIONS
(REAR & RIGHT)

LOT 1&4
A210





VICINITY MAP

COPYRIGHT ADC THE MAP PEOPLE
PERMIT USE NO 20602153-6
ADC MAP #5767, GRID F-2
SCALE: 1" = 2000'

LEGEND

TITLE	SYMBOL
PROPERTY BOUNDARY	
ADJACENT PROPERTY BOUNDARY	
EX. 2' CONTOUR	212
EX. 10' CONTOUR	210
PR. CONTOUR	212
EX. TREE LINE	
PR. TREE LINE	
EX. OVERHEAD WIRE	OHW
EX. WATER	W
EX. SEWER	S
PR. WATER	PR. 8" W
PR. SEWER	PR. 8" S
PR. CENTERLINE	
PR. STORM DRAIN PIPE	PR. 24" RCP
PR. RETAINING WALL	
PR. STORM DRAIN EASEMENT	
PR. WSSC EASEMENT	
EX. RIP-RAP	
PR. CONCRETE	
PR. DRY WELL	
PR. ORNAMENTAL TREE	
PR. SHADE TREE	
PR. EVERGREEN	
PR. GROUNDCOVER	
PR. LIGHT	

ABBREVIATIONS
IPF= IRON PIPE FOUND

REVISIONS	BY

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND TAHT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 28003, EXPIRATION 10/16/2026

ELITE
Engineering
ELITE ENGINEERING, LLC
*Engineers * Landscape Architects*
6305 IVY LANE, SUITE 225
GREENBELT, MD 20770
(240) 206-8055

STATE OF MARYLAND
SHAHIM KHALIQ
28003
PROFESSIONAL ENGINEER
08-21-2026

SWANN SUBDIVISION
LANDSCAPE PLAN

0 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN	KM
CHECKED	AM
DATE	1/16/2026
SCALE	AS SHOWN
DRAWING	LP-1

PLANTING NOTES:

1. All planting shall conform to currently approved horticultural practice. See PLANTING DETAILS. Planting shall take place between March 15 - June 1 or September 15 - November 15.
2. All plants shall conform to current standards as defined by the American Nurseryman's Association and each shall be clearly tagged with its botanical name. No substitutions shall be permitted after bid is accepted. No plants shall be pruned other than to remove a damaged branch. No plant with a dead, damaged, or pruned out central leader will be accepted.
3. All plants shall be certified by the Contractor to be free of pests, fungi and diseases and/or deformities or damage.
4. Planting beds and pits shall be rendered free of all rocks over 2" and any debris found during the tilling and preparation process. All plants spaced at 6' on center (o.c.) or less shall be planted in hard-edged planting beds.
5. Planting beds shall be tilled to a minimum depth of 8". If any unsuitable conditions, such as extreme compaction or high water table are encountered, the Landscape Architect shall be notified immediately.
6. A minimum of 2" depth 'Leaf-Gro', peat moss or equivalent and 2" clean loamy topsoil shall be spread evenly over all planting beds and incorporated by tilling. In compacted or clay conditions, a minimum of 1" depth of sand shall also be incorporated.
7. A suitable slow-release fertilizer shall be used in accordance with the manufacturer's recommendations and based on soil samples taken on-site after grading has been completed. Submit fertilizer information to the Landscape Architect for approval prior to commencing planting operations. Composted cow manure may be substituted for slow-released fertilizer, applied at a minimum depth of 1/2" and tilled in with other soil amendments.
8. Soil mix for planting pits shall consist of 3 parts by volume of existing on-site soil, in part 'Leaf-Gro', peat moss or equivalent and slow-release fertilizer combined per manufacturer's recommendations. In compacted conditions or clay, also add 1 part clean sand. This mix shall be prepared prior to use as backfill Planting Mix.
9. If any underground obstructions or other site conditions are encountered that conflict with the planned plantings, notify the Landscape Architect.
10. Landscape Architect shall be notified in writing for inspection and approval of all plant materials prior to any installation. This may be waived by the General Contractor/Owner.
11. If any conflicts are found between the information shown on the Landscape Plan and that shown on the Plant Lists, notify the Landscape Architect prior to the time the final bid is submitted.
12. All planting beds shall be neatly hand edged unless otherwise specified.
13. All planting beds and pits shall be provided with a 2" minimum, 3" maximum depth of aged, shredded bark mulch, spread evenly, unless otherwise specified. In addition, planting pits shall have a 6" high rim or 'saucer' provided. No mulch shall be placed on the crown of a plant or on the root flare or trunk of a tree or shrub.
14. A water source for planting and maintenance operations will be provided by the Owner / Client. If a source is not available on-site, Contractor will include a water supply cost in his/her bid. 'Gator-bags' or equivalent slow drip watering devices are recommended for trees in times of low rainfall.
15. Any lawn, paving or other surfaces damaged by the Contractor's operations shall be repaired in kind before the project will be accepted for final approval and payment.
16. The Owner's property and any affected abutting property shall be left clean and free of any debris or excess materials resulting from any phase of the landscape operations.
17. The Contractor is responsible for repairing or replacing as necessary, any property of the Owner / Client or any affected abutting property that is damaged by the Contractor's operations, equipment or crew. Any such repair or replacement shall take place in a timely fashion and in a manner that meets with the approval of the Owner / Client.
18. Contractor shall notify the Landscape Architect or Owner / Client at the completion of landscape installation for a project acceptance inspection. All plants must be in accordance with specifications and be in healthy, vigorous conditions for acceptance.
19. All plant material shall be warranted for one year starting from the date of installation acceptance. This shall include one replacement to match the original. If the Contractor is of the opinion that a specified plant will not survive its planned location, the Landscape Architect shall be notified prior to bid. A tree shall be replaced if the main leader has died back or if the canopy is 25% or greater dead. A shrub shall be replaced if the crown is 25% or greater dead.
20. Contractor is responsible for all maintenance for a three month period following project acceptance. Maintenance shall include but not be limited to watering, herbicide, pesticide, fungicide or fertilizer applications, patching or reapplying mulch to maintain depth, pruning, adjusting stakes, weeding and repairing bed edges. This shall be included as a separate bid item. During the entire warranty period, the Contractor is responsible for checking the project and making maintenance suggestions to the Owner /Client.
21. No plantings shall be done until the site has been stabilized. The Landscape Architect shall be notified to inspect the plantings for approval. New plantings shall be protected from flooding conditions for two weeks for establishment. Within 2 days of the first rain event after construction the plantings shall be inspected. Any dislodged plants shall be replanted. Any sediment which may have entered the planting area and laying on the mulch or plant crowns shall be removed.

LANDSCAPE SCHEDULE FOR SECTIONS 4.1 AND 4.9 REQUIREMENTS

TYPE	QTY	SYM	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	SPC'G O.C.	NATIVE
SHADE TREES (19)	4	SA	Sassafras Albidum	Sassafras	2 1/2"-3" cal	B&B	Shown	YES
	2	AB	Acer Buergerianum	Trident Maple	2 1/2"-3" cal	B&B	Shown	NO
	5	QP	Quercus Phellos	Willow Oak	2 1/2"-3" cal	B&B	Shown	YES
	3	TA	Tilia Americana	American Linden	2 1/2"-3" cal	B&B	Shown	YES
	5	AR	Acer Rubrum	Red Maple	3"-3 1/2" cal	B&B	Shown	YES
ORNAMENTAL TREES (5)	1	AG	Amelanchier Grandiflora	Apple Serviceberry	1 1/2"-1 3/4" cal	B&B	Shown	NO
	4	CC	Cercis Canadensis	Redbud	1 1/2"-1 3/4" cal	B&B	Shown	YES
EVERGREEN TREES (51)	3	IO	Ilex Opaka	American Holly	10-12' HT	B&B	Shown	YES
	48	PS	Pinus Strobus	White Pine	10-12' HT	B&B	Shown	YES

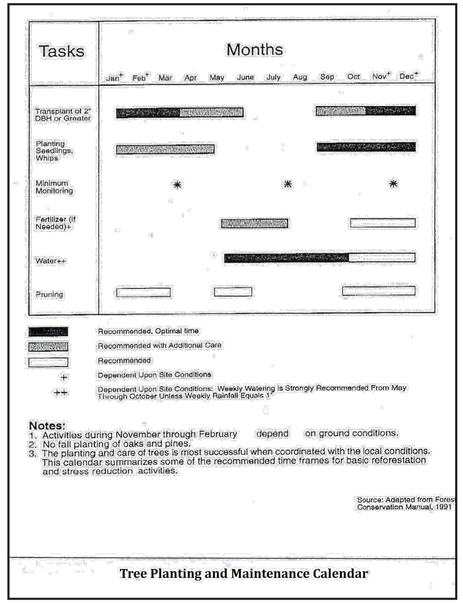
STREET TREE SCHEDULE
SWANN WAY

NO.	STATION	RIGHT/LEFT	COMMON NAME	KEY	SCIENTIFIC NAME	CALIPER	MINIMUM HEIGHT
1	0+69.72	Left	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
2	1+00.56	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
3	1+22.48	Left	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
4	1+38.17 (between lots 2 & 3)	Left	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
5	1+38.17 (between lots 3 & 4)	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'

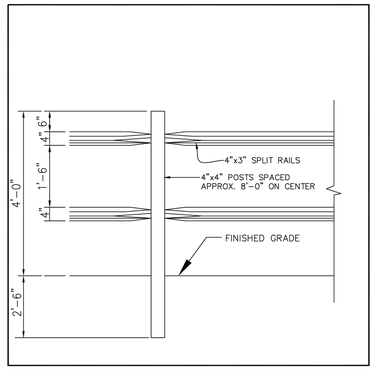
STREET TREE SCHEDULE
SWANN ROAD

NO.	STATION	RIGHT/LEFT	COMMON NAME	KEY	SCIENTIFIC NAME	CALIPER	MINIMUM HEIGHT
1	38+77.58	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
2	39+22.58	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
3	39+67.58	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
4	41+00.91*	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'
5	41+45.91*	Right	Red Maple	⊗AR	Acer Rubrum	2½"-3"	10'-12'

* Effective station continuing along the same path of the centerline before the turn at STA 40+78.88



Tree Planting and Maintenance Calendar

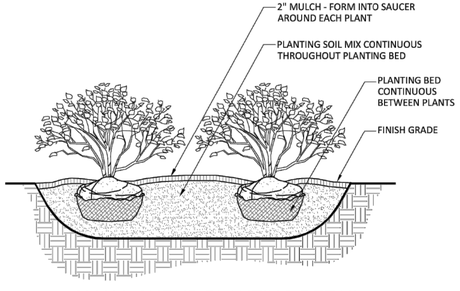


NOTES:
1. POSTS SHALL STAND PLUMB.
2. RAILS SHALL BE HUNG WITH UNIFORM HEIGHT AND SPACING.
3. REFORESTATION SIGNS TO BE ATTACHED TO WOOD POSTS EVERY 50 FEET..
4. TOP OF SIGN TO BE FLUSH WITH TOP OF WOOD POST.
5. SIGNS TO BE ATTACHED USING 2 GALVANIZED WOOD SCREWS EACH WITH A GALVANIZED WASHER.

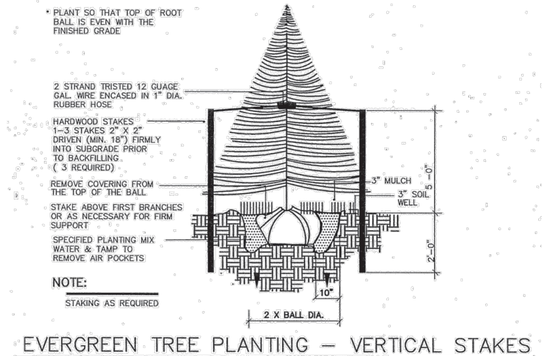
PERMANENT (SPLIT RAIL) TREE PROTECTION FENCE AROUND SWM FACILTY

PLANTING LIST - ON LOTS 1-5

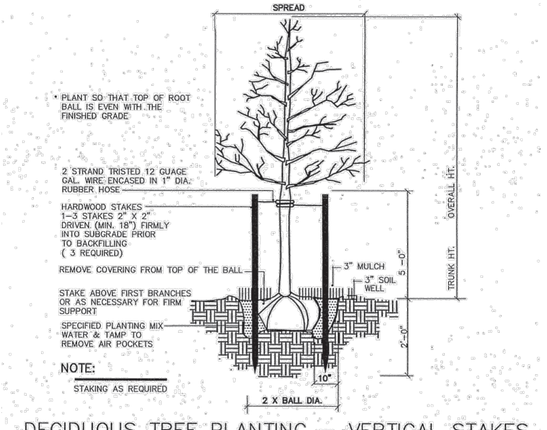
TYPE	QTY	SYM	BOTANICAL NAME	COMMON NAME	SPC'G O.C.	SIZE	NATIVE	NOTE
SHRUBS	15	Bd	Buddleja Davidii	Butterfly bush	24"	18" - 24"	NO	Ornamental
	20	Hq	Hydrangea Quercifolia	Oakleaf Hydrangea	24"	18" - 24"	YES	Ornamental
	15	Ro	Rhododendron x Obtusum	Kurume Azalea	24"	18" - 24"	NO	Evergreen
PERENNIALS	20	Hu	Hosta Undulata	Hosta	—	—	NO	Perennial



SMALL SHRUB PLANTING DETAIL
NOT TO SCALE



EVERGREEN TREE PLANTING – VERTICAL STAKES
SCALE: NOT TO SCALE



DECIDUOUS TREE PLANTING – VERTICAL STAKES
SCALE: NOT TO SCALE

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 28003, EXPIRATION 10/16/2026

REVISIONS	BY

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(240) 206-8055

STATE OF MARYLAND
YASMIN KHALIL KAZI
28003
PROFESSIONAL ENGINEER
08-21-2026

SWANN SUBDIVISION
LANDSCAPE PLAN

0 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN	KM
CHECKED	AM
DATE	1/16/2026
SCALE	AS SHOWN
DRAWING	LP-2

SAMPLE SCHEDULE 4 .1-1 RESIDENTIAL REQUIREMENTS FOR SINGLE-FAMILY DETACHED LOTS*		
Lot size range	9,541-13,953	Square Feet
Number of lots	4	Lots
Area of Common Open Space		Square Feet
	# of Trees Required	*# of Trees Provided*
PER LOT		
Shade Trees	12	17
Evergreen /Ornamental trees	8	56
Existing Shade Tree to remain	0	0
COMMON AREA		
Shade Trees (1/1000 s.f.)	0	0
25 plant units per 1000 s.f.:	0	0
Evergreen Trees Ornamental Trees Shrubs, Perennials & Groundcover	0	0
	550 SF	580 SF (AVE)
Existing Shade Trees	0	0

*NOTE: SEPARATE SCHEDULES SHALL BE PROVIDED BY APPLICANT FOR EACH LOT SIZE TYPE.

SAMPLE SCHEDULE 4 .1-1 RESIDENTIAL REQUIREMENTS FOR SINGLE-FAMILY DETACHED LOTS*		
Lot size range	7,118	Square Feet
Number of lots	1	Lots
Area of Common Open Space		Square Feet
	# of Trees Required	*# of Trees Provided*
PER LOT		
Shade Trees	2	2
Evergreen /Ornamental trees	2	2
Existing Shade Tree to remain	0	0
COMMON AREA		
Shade Trees (1/1000 s.f.)	0	0
25 plant units per 1000 s.f.:	0	0
Evergreen Trees Ornamental Trees Shrubs, Perennials & Groundcover	0	0
	500 SF	513 SF
Existing Shade Trees	0	0

*NOTE: SEPARATE SCHEDULES SHALL BE PROVIDED BY APPLICANT FOR EACH LOT SIZE TYPE.

SAMPLE SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

% OF NATIVE PLANTS

	# Plants Provided	Total Native	Native % Required	% Native Provided
Shade Trees	19	17	80%	89%
Ornamental Trees	5	4	70%	80%
Evergreen Trees	51	51	40%	100%
Shrubs	0	0	60%	N/A

MINIMUM # SPECIES REQUIRED

	Total # Provided	Predominant Species (Name)	# Predominant Species	% Predominant Species
Shade Trees	19	QP, AR	5	26%
Ornamental Trees	5	CC	4	80%
Evergreen Trees	51	PS	48	94%
Shrubs	0	N/A	N/A	N/A

1. Are invasive species proposed?	☐ Yes	☒ No
2. Are existing on-site invasive species in areas proposed to fulfill the requirements of this Manual?	☐ Yes	☒ No
3. If "yes" is checked in numbers 1 or 2, is a note included on the plan requiring removal of invasive species prior to certification in accordance with Section 1.5, Certification of Installation of Plant Materials?	☐ Yes	☒ No
4. Are trees proposed to be planted on slopes greater than 3:1?	☐ Yes	☒ No

Tree Canopy Coverage Schedule for Sec. 25-128

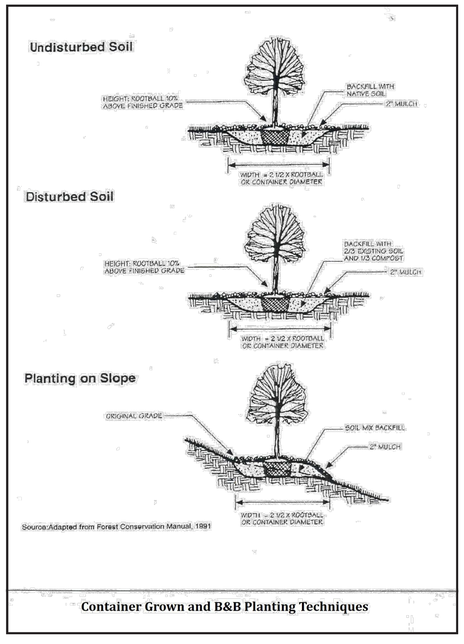
Project Name:	**TCP2#:**	**DRD Case #:**	**Area (acres)**
Swann Subdivision			
Site Calculations:	**Zone 1:**	RSF-65	1.81
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		1.81

Total Acres (gross acres)	**% of TCC required**	**TCC Required (Acres)**	**TCC Required in (SF)**
1.81	**20.0%**	0.36	15769
A. TOTAL ON-SITE WC PROVIDED (acres) =	**0.00**	acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.08**	acres	3484.8
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			12325
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			15810
E. TOTAL SQUARE FOOTAGE REQUIRED =			15769
			Requirement Satisfied

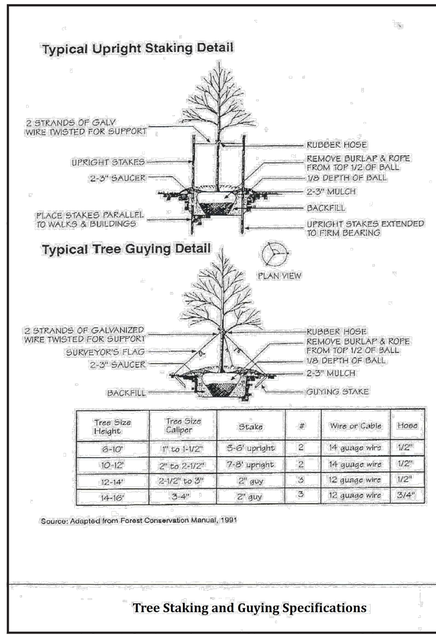
Credit Categories for Landscape Trees	**TCC Credit per Tree Based on Size at Planting (SF)**	**Number of Trees**	**TCC Credit (SF)**
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**	21	1575
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**	14	3150
	3 - 3 1/2" = 250	13	3250
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75	48	3600
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250	3	750
TOTAL NUMBER OF TREES/TCC CREDIT (SF) (Manually enter information/figures into shaded areas)		99	12325

Asko Miljkovic — **Prepared by**

7/6/2026 — **Date**



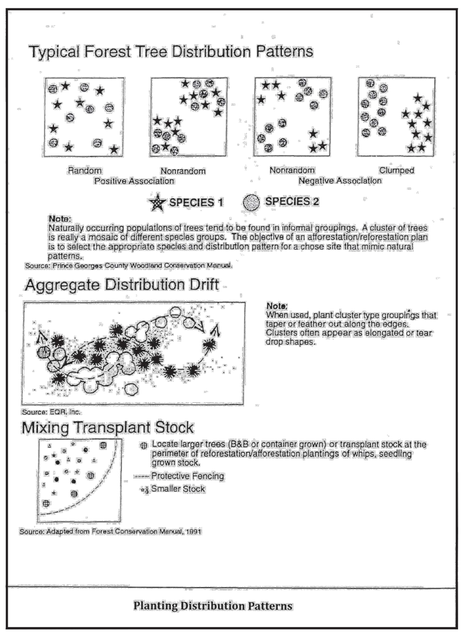
Container Grown and B&B Planting Techniques



Tree Size Height	Tree Size Caliper	Stake	#	Wire or Cable	Hose
8-10'	1" to 1-1/2"	5'-6' upright	2	14 guage wire	1/2"
10-12'	2" to 2-1/2"	7'-8' upright	2	14 guage wire	1/2"
12-14'	2-1/2" to 3"	2" guy	3	12 guage wire	1/2"
14-16'	3-4"	2" guy	3	12 guage wire	3/4"

Source: Adapted from Forest Conservation Manual, 1991

Tree Staking and Guying Specifications



Planting Distribution Patterns

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STATE OF MARYLAND
YASMIN KHALIL KAZI
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SWANN SUBDIVISION
LANDSCAPE PLAN

0 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN KM
CHECKED AM
DATE 1/16/2026
SCALE AS SHOWN
DRAWING *LP-3*

STORMWATER MANAGEMENT PLANTING

STORMWATER MANAGEMENT PLANS SHALL BE BUILT IN ACCORDANCE WITH PLANS BY OTHERS. A SOIL SAMPLE WITH LAB RESULTS SHALL BE SUBMITTED TO THE LANDSCAPE ARCHITECT OR ENGINEER PRIOR TO INSTALLATION. NO PLANTING SHALL BE DONE UNTIL THE SITE HAS BEEN STABILIZED. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED ONE WEEK PRIOR TO INSTALLATION TO INSPECT THE PLANTINGS FOR APPROVAL. NEW PLANTINGS SHALL BE PROTECTED FROM FLOODING CONDITIONS FOR TWO WEEKS MINIMUM FOR ESTABLISHMENT. WITHIN TWO DAYS AFTER THE FIRST RAIN EVENT, THE PLANTINGS SHALL BE INSPECTED BY THE CONTRACTOR. ANY DISLODGED PLANTS SHALL BE REPLANTED. ANY SIT, SEDIMENT OR DEBRIS WHICH MAY HAVE ENTERED THE STORMWATER PLANTING AREA SHALL BE REMOVED. REDISTRIBUTE MULCH, IF NEEDED.

STORMWATER MANAGEMENT PLANTING NOTES:

GENERAL

1. ALL PLANTING SHALL CONFORM TO CURRENTLY APPROVED HORTICULTURAL PRACTICE. SEE PLANTING DETAILS. PLANTING SHALL TAKE PLACE BETWEEN MARCH 15–JUNE 1 OR SEPTEMBER 15 NOVEMBER 15.
2. ALL PLANTS SHALL CONFORM TO CURRENT STANDARDS AS DEFINED BY THE AMERICAN NURSERYMAN'S ASSOCIATION AND EACH SHALL BE CLEARLY TAGGED WITH ITS BOTANICAL NAME. NO SUBSTITUTIONS SHALL BE PERMITTED AFTER BID IS ACCEPTED. NO PLANTS SHALL BE PRUNED OTHER THAN TO REMOVE A DAMAGED BRANCH. NO PLANT WITH A DEAD. DAMAGED OR PRUNED OUT CENTRAL LEADER WILL BE ACCEPTED.
3. ALL PLANTS SHALL BE CERTIFIED BY THE CONTRACTOR TO BE FREE OF PESTS, FUNGI AND DISEASES AND/OR DEFORMITIES OR DAMAGE..
4. IF ANY CONFLICTS ARE FOUND BETWEEN THE INFORMATION ON THE LANDSCAPE PLAN AND THAT SHOWN ON THE PLANT LISTS, NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO SUBMISSION OF BID.
5. LANDSCAPE ARCHITECT SHALL BE NOTIFIED IN WRITING FIVE WORK DAYS IN ADVANCE FOR INSPECTION AND APPROVAL OF ALL PLANTS PRIOR TO ANY INSTALLATION

PLANTING

6. NO PLANTING OF STORMWATER MANAGEMENT AREAS SHALL OCCUR UNTIL SURROUNDING CONTRIBUTING DRAINAGE AREAS HAVE BEEN STABILIZED.
7. EDGES OF STORMWATER MANAGEMENT PLANTING AREAS SHALL BE NEATLY HAND EDGED. REPAIR ANY STABILIZED LAWN SURFACES IMMEDIATELY ABUTTING PLANTING AREAS WITH SOD AS NECESSARY TO PREVENT EROSION INTO THE PLANTING AREAS.
8. IF ANY UNDERGROUND OBSTRUCTIONS OR OTHER SITE CONDITIONS ARE ENCOUNTERED THAT CONFLICT WITH THE PLANNED PLANTINGS, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY. TREES SHALL NOT BE PLANTED OVER PIPES.
9. PLANTING PITS SHALL HAVE A 6" HIGH RIM OR 'SAUCER PROVIDED. NO MULCH SHALL BE PLACED ON THE CROWN OF A PLANT OR ON THE ROOT FLARE OR TRUNK OF A TREE OR SHRUB.
10. NEW PLANTINGS SHALL BE PROTECTED FROM FLOODING USING TEMPORARY EROSION CONTROL FOR A PERIOS OF AT LEAST TWO WEEKS TO PREVENT DISLODGEMENT OF THE PLANTS PRIOR TO THE ROOTS HAVING BEEN SOMEWHAT ESTABLISHED.
11. CONTRACTOR SHALL INSPECT PLANTINGS AFTER THE FIRST THREE RAINFALL EVENTS TO ENSURE THAT PLANTS HAVE NOT BEEN DISLODGED, AND REPLANT AS NEEDED.
12. AT THESE FIRST THREE RAINFALL EVENT INSPECTIONS, ANY SILT, SOIL, GRAVEL, MULCH OR DEBRIS WHICH IS DEPOSITED ON THE SURFACE OF THE STORMWATER MANAGEMENT AREA SHALL BE REMOVED AND THE SURFACE IMMEDIATELY REPAIRED.

WATERING

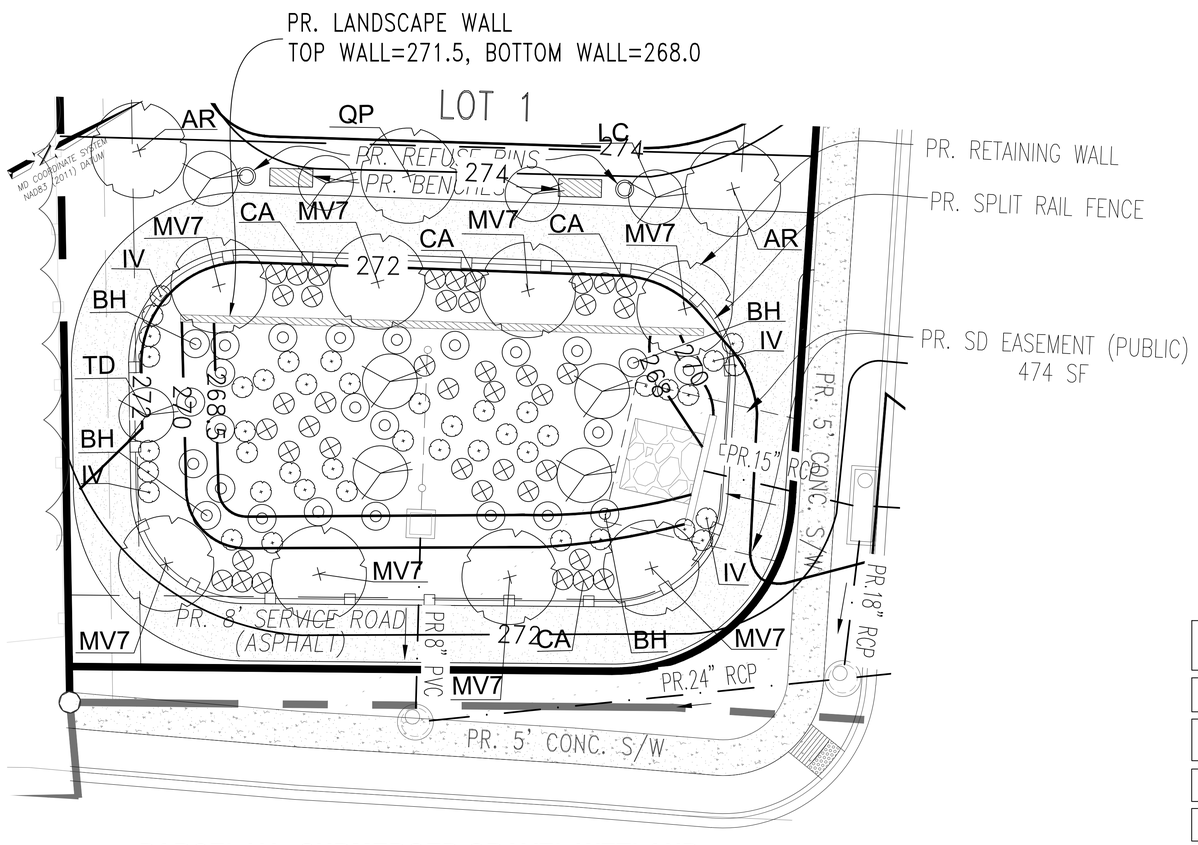
13. A WATER SOURCE FOR PLANTING AND MAINTENANCE OPERATIONS WILL BE PROVIDED BY THE OWNER/CLIENT. IF A SOURCE IS NOT AVAILABLE ON–SITE, CONTRACTOR WILL INCLUDE A WATER SUPPLY COST IN HIS/HER BID. "GATOR–BAGS" OR EQUIVALENT SLOW DRIP WATERING DEVICES ARE RECOMMENDED FOR TREES IN TIMES OF LOW RAINFALL. ALSO, INSTALL SOAKER HOSE WITH CONNECTIONS LEFT UNCOVERED FOR EASE OR WATERING PLANT BEDS IF PLANTED IN DROUGHT SEASONS. LOOP HOSE AROUND ANY TREES THAT DO NOT HAVE WATERING BAGS INSTALLED. A MINIMUM OF 1 DEPTH OF WATER SHALL BE APPLIED ANY WEEK WHERE THAT AMOUNT OF RAINFALL HAS NOT OCCURRED AFTER A 2 MONTH PERIOD OF INSTALLATION. DURING THE FIRST TWO MONTHS ALL PLANTS SHALL BE WATERED DAILY FOR TWO WEEKS, 3 TIMES A WEEK. FOR 4 WEEKS AND 2 TIMES A WEEK FOR 2 WEEKS.

CONTRACTOR/WARRANTY REQUIREMENTS

14. ANY LAWN, PAVING OR OTHER SURFACES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IN KIND BEFORE THE PROJECT WILL BE ACCEPTED FOR FINAL APPROVAL AND PAYMENT.
15. THE OWNER'S PROPERTY AND ANY AFFECTED ABUTTING PROPERTY SHALL BE LEFT CLEAN AND FREE OF ANY DEBRIS OR EXCESS MATERIALS RESULTING FROM ANY PHASE OF THE LANDSCAPE OPERATIONS.
16. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING OR REPLACING AS NECESSARY, ANY PROPERTY OF THE OWNER/ CLIENT OR ANY AFFECTED ABUTTING PROPERTY THAT IS DAMAGED BY THE CONTRACTOR'S OPERATIONS, EQUIPMENT OR CREW. ANY SUCH REPAIR OR REPLACEMENT SHALL TAKE PLACE IN A TIMELY FASHION AND IN A MANNER THAT MEETS WITH THE APPROVAL OF THE OWNER/CLIENT.
17. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OR OWNER/CLIENT AT THE COMPLETION OF LANDSCAPE INSTALLATION FOR A PROJECT ACCEPTANCE INSPECTION. ALL PLANTS MUST BE IN ACCORDANCE WITH SPECIFICATIONS AND BE IN HEALTHY, VIGOROUS CONDITIONS FOR ACCEPTANCE.
18. ALL PLANT MATERIAL SHALL BE WARRANTED FOR ONE YEAR STARTING FROM THE DATE OF INSTALLATION ACCEPTANCE. THIS SHALL INCLUDE ONE REPLACEMENT TO MATCH THE ORIGINAL. IF THE CONTRACTOR IS OF THE OPINION THAT A SPECIFIED PLANT WILL NOT SURVIVE ITS PLANNED LOCATION, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED PRIOR TO BID. A TREE SHALL BE REPLACED IF THE MAIN LEADER HAS DIED BACK OR THE CANOPY IS 25% OR GREATER DEAD. A SHRUB SHALL BE REPLACED IF THE CROWN IS 25% OR GREATER DEAD.
19. CONTRACTOR IS RESPONSIBLE FOR ALL MAINTENANCE UNTIL PROJECT ACCEPTANCE AND THEN FOR A THREE MONTH PERIOD FOLLOWING. MAINTENANCE SHALL INCLUDE BUT NOT BE LIMITED TO WATERING, HERBICIDE, PESTICIDE, FUNGICIDE OR FERTILIZER APPLICATIONS, PATCHING OR REAPPLYING MULCH TO MAINTAIN DEPTH, PRUNING, ADJUSTING STAKES, WEEDING AND REPAIRING BED EDGES AND SLOPED SURROUNDS. THIS SHALL BE INCLUDED AS A SEPARATE BID ITEM.DURING THE ENTIRE WARRANTY PERIOD, THE CONTRACTOR IS RESPONSIBLE FOR CHECKING THE PROJECT AND MAKING MAINTENANCE SUGGESTIONS TO THE OWNER/CLIENT.

NOTES:

1. THIS PLAN IS TO BE USED FOR LANDSCAPE PURPOSES ONLY.
2. ALL KNOWN UTILITIES HAVE BEEN SHOWN.
3. SEE PLANS BY ELITE ENGINEERING, LLC. FOR ANY ADDITIONAL SITE INFORMATION.
4. THERE ARE NO HISTORIC FEATURES ON SITE.



PARCEL 'A' - SUBMERGED GRAVEL WETLAND

SCALE: 1" = 10'

0 10' 20'
SCALE 1" = 10'

LEGEND

PR. SHADE TREE	
PR. ORNAMENTAL TREE	
PR. SHRUB	
PR. STREET TREE	
PR. SPLIT RAIL FENCE	
PR. RETAINING WALL	

PLANT LIST

SHADE TREES	QUANTITY	SCIENTIFIC NAME	COMMON NAME	SIZE	ROOT	NATIVE
MV7	8	Magnolia virginiana	Sweet Bay Magnolia	1½- 2" cal	Cont.	yes
IV	42	Ilex verticillata 'Winter Red' (Include 15 males)	Winter Red Winterberry	18-24"	Cont.	yes
BH	24	Baccharis halimifolia	Goundsel Bush	18-24"	Cont.	yes
TD	5	Taxodium distichum	Bald Cypress	3 - 3½- cal	Cont.	yes
CA	40	Clethra alnifolia	Summersweet	18-24"	Cont.	yes
AR	2	Acer rubrum	Red Maple	3 - 3½- cal	B&B	yes
QP	1	Quercus phellos	Willow OAK	3 - 3½- cal	B&B	yes
LC	4	Lagerstroemia Indica	Indica Crape Myrtle	1½- 2" cal	B&B	yes

REVISIONS	BY

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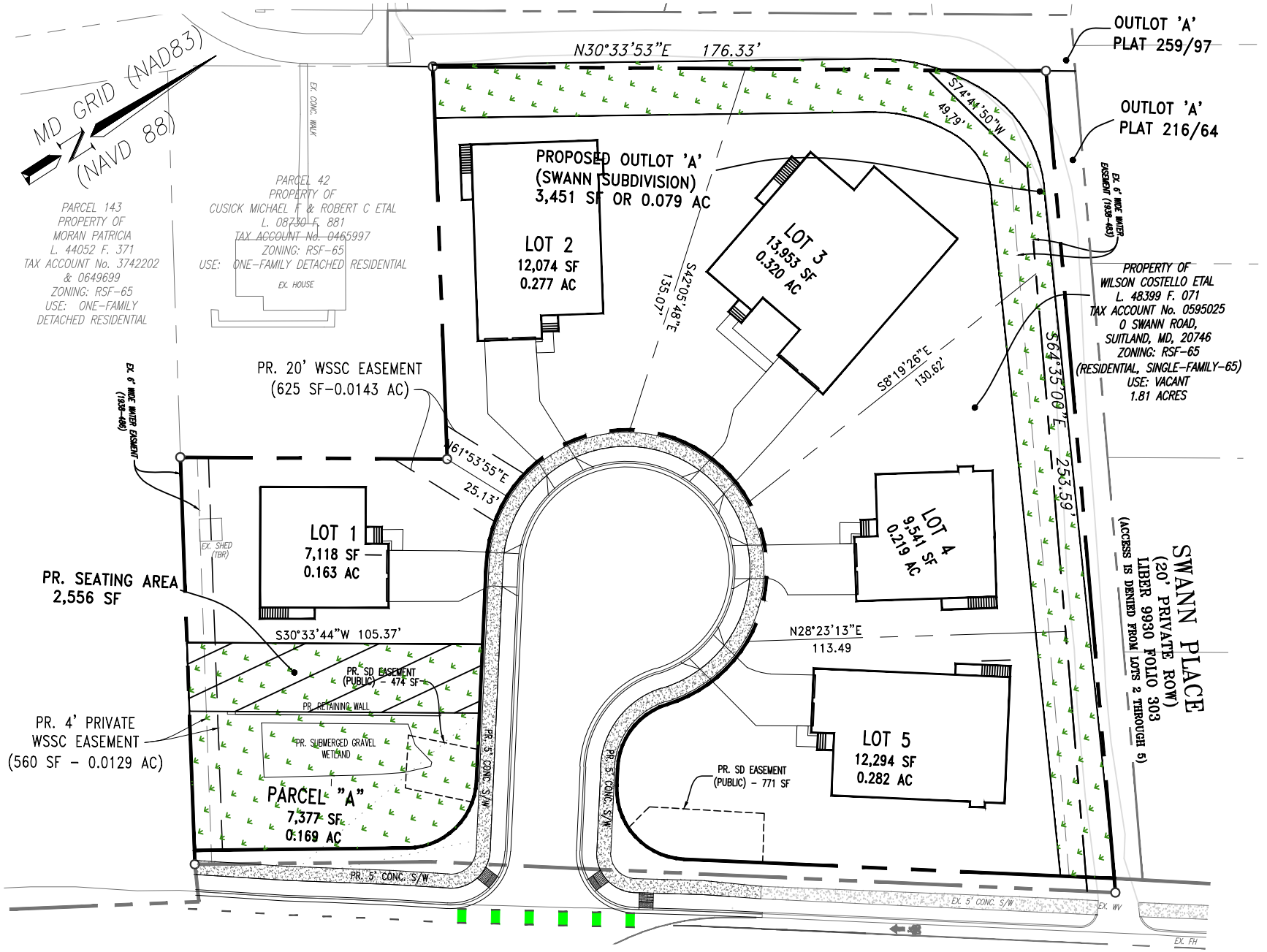
STATE OF MARYLAND
YASHIM KHALIQ
28003
PROFESSIONAL ENGINEER
08-21-2026

SWANN SUBDIVISION
LANDSCAPE PLAN

0 SWANN RD, SUITLAND
PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E2
6TH ELECTION DISTRICT

DRAWN
KM
CHECKED
AM
DATE
1/16/2026
SCALE
AS SHOWN

DRAWING
LP-4



OPEN-SPACE

16,344 SF

SITE AREA ----- 1.809 AC OR 78,772 SF

REQUIRED OPEN-SPACE ----- 20% OR 15,754 SF

REQUIRED ACTIVE SPACE ----- (15% OF TOTAL SPACE)

15,754X 15% = 2,363 SF

PROVIDED ACTIVE SPACE

PARCEL "A" : 2,556 SF

TOTAL ACTIVE SPACE : 2,556 SF

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REVISIONS BY

169

ELITE Engineering

ELITE ENGINEERING, LLC
Engineers * Landscape Architects
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(240) 206-8055

06/15/2026

SWANN SUBDIVISION

OPEN SPACE SET-ASIDE EXHIBIT

0 SWANN RD
SUITLAND, PRINCE GEORGES COUNTY, MD
TAX MAP 88, GRID 22
TAX ACCOUNT No. 0595025

DRAWN BY
CHECKED BY
AM
DATE
10/23/2025
SCALE
AS SHOWN
DRAWING
1 OF 1

00969-2025

TREE CONSERVATION PLAN TYPE 2 (TCP2)

FOR

SWANN SUBDIVISION

LOCATION OF SITE

0 SWANN RD
SUITLAND, PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E1-E2/F1-F2, PARCEL 142
6TH ELECTION DISTRICT

STANDARD TYPE 2 TREE CONSERVATION PLAN NOTES

1. THIS PLAN IS SUBMITTED TO FULFILL THE WOODLAND CONSERVATION REQUIREMENTS FOR DSP-2026-0023. IF DSP-2026-0023 EXPIRES, THEN THIS TCP2 ALSO EXPIRES AND IS NO LONGER VALID.
2. CUTTING OR CLEARING OF WOODLAND NOT IN CONFORMANCE WITH THIS PLAN OR WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE PLANNING DIRECTOR OR DESIGNEE SHALL BE SUBJECT TO A $9.00 PER SQUARE FOOT MITIGATION FEE.
3. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO THE ISSUANCE OF GRADING PERMITS. THE DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION OR THE DEPARTMENT OF ENVIRONMENTAL RESOURCES, AS APPROPRIATE, SHALL BE CONTACTED PRIOR TO THE START OF ANY WORK ON THE SITE TO CONDUCT A PRE-CONSTRUCTION MEETING WHERE IMPLEMENTATION OF WOODLAND CONSERVATION MEASURES SHOWN ON THIS PLAN WILL BE DISCUSSED IN DETAIL.
4. THE DEVELOPER OR BUILDER OF THE LOTS OR PARCELS SHOWN ON THIS PLAN SHALL NOTIFY FUTURE BUYERS OF ANY WOODLAND CONSERVATION AREAS THROUGH THE PROVISION OF A COPY OF THIS PLAN AT TIME OF CONTRACT SIGNING. FUTURE PROPERTY OWNERS ARE ALSO SUBJECT TO THIS REQUIREMENT.
5. THE OWNERS OF THE PROPERTY SUBJECT TO THIS TREE CONSERVATION PLAN ARE SOLELY RESPONSIBLE FOR CONFORMANCE TO THE REQUIREMENTS CONTAINED HEREIN.
6. THE PROPERTY IS WITHIN THE ESTABLISHED COMMUNITIES TIER AND IS ZONED RSF-65.
7. THE SITE IS NOT ADJACENT TO A ROADWAY DESIGNATED AS SCENIC, HISTORIC, A PARKWAY OR A SCENIC.
8. THE SITE IS NOT ADJACENT TO A ROADWAY CLASSIFIED AS ARTERIAL OR GREATER.
9. THIS PLAN IS NOT GRANDFATHERED UNDER CB-77-2024, SECTION 25-119 (G).

Forest Conservation Act Reporting Information (Change Table)			
	Original Approval	Revision Number (-02)	Cumulative Change
Net Tract (Acres)	1.81 AC		-
Existing Woodland (Acres)	1.74 AC		-
Woodland Cleared (Acres)	1.65 AC		-
Woodland Retained On-Site (Acres)	0.09 AC		-
Woodland Planted On-Site (Acres)	0.00 AC		-
On-Site Woodland Easement/ Preservation and Planting (Acres)	0.00 AC		-
On-Site Wooded Floodplain in Easement (Acres)	0.00 AC		-
Bond Amount	$0.00		-
Fee-In-Lieu Amount	$0.00		-
50' Stream Buffers Conserved (Preservation) - Linear Length	0 LF		-
50' Stream Buffers Conserved (Preservation) - Acreage	0.00 AC		-
50' Stream Buffers Newly Established (Afforestation) - Linear Length	0 LF		-
50' Stream Buffers Newly Established (Afforestation) - Acreage	0.00 AC		-
Off-Site Woodland Conservation Credits Required (Acres)	2.01 AC		-
Off-Site Woodland Conservation Credits Provided (Acres)	2.01 AC		-

Layer Category	Layer Name	Value
Zone	Zoning (Zone)	RSF-65
Zone	Aviation Policy Area (APA)[1]	N/A
Administrative	Tax Grid (TMG)	88 / E2
Administrative	WSSC Grid (Sheet 20)	205SE05
Administrative	Planning Area (Plan Area)	4-75 A
Administrative	Election District (ED)	6 - SPAULDINGS
Administrative	Councilmanic District (CD)	7
Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	General Plan Growth Policy (2035)	ESTABLISHED COMMUNITIES
Administrative	Police District	VIII
Administrative	Joint Base Andrews Land Use Control Area (JBA LUCAreа USAF)	NO LUC EXISTS IN THIS PROPERTY

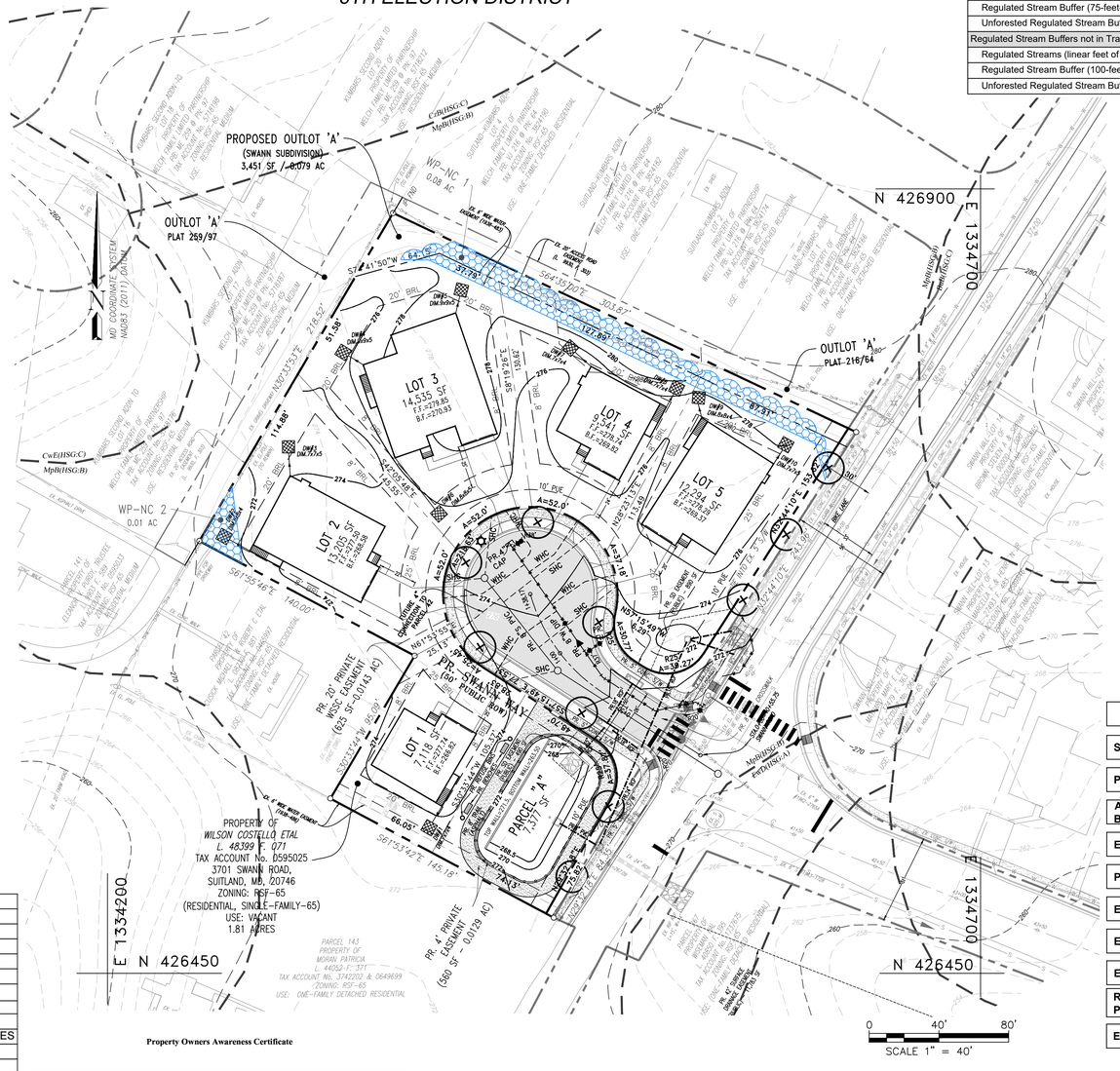
[1]If the site is within an APA, enter the name of the airport. If the site is not within an APA, enter "N/A"

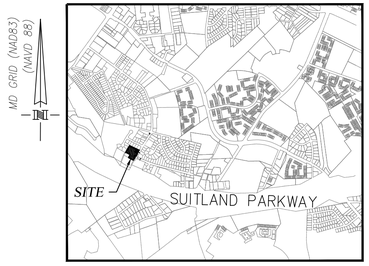
NOTE: THERE IS NO SPECIMEN TREE ON THE SITE OR WITHIN 100 FT FROM THE SITE BOUNDARIES.

DEVELOPER/OWNER

WILSON COSTELLO ETAL
3805 BERRY DR.
TEMPLE HILLS, MD 20748
cwilson@teamcpn.com
(202) 498-0796

Table B-1. Natural Resources Inventory Statistics Table	
Site or Project Statistics	Total(Ac.)
Gross tract or project area (LOD)	1.81
Existing 100-year floodplain	0.00
Net tract or project area	1.81
Existing woodland in net tract or project area	1.74
Existing woodland in the floodplain	0.00
Existing woodland total	1.74
Delineated Primary Management Area (PMA)	0.00
Primary Buffer (CBCA only)	N/A
Secondary Buffer (CBCA only)	N/A
Regulated Stream Buffers in Transit-Oriented Centers (T-O-C)	
Regulated Streams (linear feet of centerline)	N/A
Regulated Stream Buffer (75-feet-wide)	N/A
Unforested Regulated Stream Buffer	N/A
Regulated Stream Buffers not in Transit-Oriented Centers (T-O-C)	
Regulated Streams (linear feet of centerline)	0.00 l.f.
Regulated Stream Buffer (100-feet-wide)	0.00 ac
Unforested Regulated Stream Buffer	0.00 ac





VICINITY MAP

COPYRIGHT ADC THE MAP PEOPLE
PERMIT USE NO 20602153-6
ADC MAP # 5767, GRID B-3
SCALE: 1" = 2000'

Woodland Conservation Worksheet WCO2024

Standard Woodland Conservation Worksheet for Prince George's County
2024 Woodland Conservation Ordinance

SECTION I-Establishing Site Information- (Enter acres for each zone)					
1 Zone(s)	RSF-65				
2 Gross Tract:	1.81				
3 Floodplain:	0.00				
4 Previously Dedicated Land:	0.00				Total NTA:
5 Net Tract (NTA):	1.81	0.00	0.00	0.00	1.81
6 TCP Number	TCP2-2026-0023	Revision #			
7 Property Description or Subdivision Name:	SWANN SUBDIVISION				
8 Location/Address of Project	SUITLAND				
9 Is this a Stream Restoration Project? (Y/N)	N				
10 Plan 2035 Transit-Oriented Center (T-O-C)? (Y/N)	N				
11 Priority Funding Area (PFA)? (Y/N)	Y				
12 Is any portion of the property in a WC Bank? (Y/N)	N				
13 Is the net tract area 4.00 acres or greater, and clearing 50% or more of existing woodlands is proposed? (Y/N)	N				

SECTION II-Determining Requirements (Enter acres for each corresponding column.)	Column A WCT/AFT %	Column B Net Tract	Column C Floodplain	Column D Off-Site	Column E Total
14 Existing Woodland outside of T-O-C		1.74	0.00	0.00	1.74
15 Existing Woodland within the T-O-C (if applicable)		0.00	0.00	0.00	0.00
16 Total Existing Woodland		1.74	0.00	0.00	1.74
17 Woodland Conservation Threshold (WCT)=	20.00%	0.36			
18 Smaller of 16 and 17		0.36			
19 Woodland Cleared outside of T-O-C		1.65			1.65
20 Woodland Cleared within the T-O-C (if applicable)		0.00			0.00
21 Replacement Required (1:1 Outside T-O-C, 0.25:1 Inside T-O-C)		1.65	0.00	0.00	1.65
22 Afforestation Threshold (AFT) =	15.00%	0.00			
23 Off-site WCA (preservation)being provided on this property		0.00			
24 Off-site WCA (afforestation) being provided on this property		0.00			
25 **Woodland Conservation Requirement**		2.01 acres			

SECTION III-Meeting the Requirements (Enter acres for each corresponding column)			
26 On-site Woodland Preservation	0.00		
27 Adjusted Stream Buffer Afforestation (calculated below)	0.00	Bond amount:	
28 On-site Afforestation / Reforestation	0.00		$0.00
29 On-site Natural Regeneration	0.00		
30 Specimen/Historic Tree Credit (Unimpacted CRZ area * 1.0)	0.00		
31 Off-site WCA (preservation) provided on this property	0.00		
32 Off-site WCA (afforestation) provided on this property	0.00		
33 Forest Enhancement Credit (Credit 50% of area provided)	0.00		
34 On-site Landscaping	0.00		
35 Street Tree Credit (Existing or 10-year canopy coverage)	0.00		
36 Off-site Woodland Conservation Credits Required	2.01	Fee amount:	
37 Area provided in fee-in-lieu (One acre or less, unless in a T-O-C)	0.00		$0.00
38 **Woodland Conservation Provided**	2.01 acres		

39 Area of woodland not cleared	0.09	acres
40 Net tract woodland retained not part of requirements:	0.09	acres
41 100-year floodplain woodland retained	0.00	acres
42 On-site woodland conservation provided	0.00	acres
43 On-site woodland conservation alternatives provided	0.00	acres
44 On-site woodland retained not credited	0.09	acres
45 Off-site WC credits allowed in preservation (Up to 60% of Replacement Required per Line 23)	1.21	acres

Regulated Stream Buffer (RSB) Afforestation Requirement		
46 On-site regulated stream buffer (RSB) area (See NRI Site Statistics Table)	0.00	acres
47 On-site unforested RSB area(See NRI Site Statistics Table)	0.00	acres
48 Has the applicant demonstrated why full buffer afforestation cannot be provided? (See required SOJ)	N	(Y/N)
49 Adjustment granted to RSB Afforestation Requirement based on SOJ?	0.00	acres
50 **Adjusted Regulated Stream Buffer Afforestation Required**	0.00	acres
51 Does on-site WC afforestation/reforestation satisfy the adjusted RSB requirement?		(Y/N)
52 Additional on-site afforestation/reforestation required (not credited as on-site WC)	0.00	acres

Asko Miljkovic — Asko Miljkovic — 08-21-2026
Prepared by: Qualifications — Signed — Date

LEGEND

TITLE	SYMBOL	TITLE	SYMBOL
SOIL BOUNDARY	CsE / EkA	EX. WATER	W W W W
PROPERTY BOUNDARY		EX. SEWER	S S S S
ADJACENT PROPERTY BOUNDARY		EX. STORM DRAIN PIPE	EX. 24" RCP
EX. ROAD CENTERLINE		WOODLAND RETAINED - NOT CREDITED	
PR. ROAD CENTERLINE		PR. WATER	PR. 8"W DIP W W W W
EX. 2' CONTOUR	172	PR. SEWER	PR. 8"S PVC
EX. 10' CONTOUR	170	PR. STORM DRAIN PIPE	PR.24" RCP
EX. UTILITY POLE		PR. STREET LIGHT	
RELOCATED UTILITY POLE		PR. STREET TREE	
EX. OVERHEAD WIRE	OHW OHW OHW		

Property Owners Awareness Certificate

I/ We COSTELLO WILSON hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

Costello Wilson — 08-21-2026
Owner or Owners Representative — Date

I/ We _____ hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

_____ — _____
Contract Purchaser — Date

SOILS TABLE

Mapping Unit Name	Soil Series	K-factor	Hydric Group	Drainage
MpB	Matapeake silt loam, 2 to 5 percent slopes	0.49	B	WELL DRAINED

ELITE Engineering
6305 IVY LANE SUITE 225
GREENBELT, MD 20770
Phone: (240) 421-6982
amiljkovic@eliteeng.co
CONTACT: ASKO MILJKOVIC

QUALIFIED PROFESSIONAL CERTIFICATION

This plan complies with the current requirement of Subtitle 25 and The Woodland and Wildlife Conservation Technical Manual.

Signed: _____ Date: 08-21-2026

Asko Miljkovic
Ph:(240)206-8055;
E-mail: amiljkovic@eliteeng.co

REVISIONS	BY

PROFESSIONAL CERTIFICATION: I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND TAHT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 28003, EXPIRATION 10/16/2026

ELITE Engineering
ELITE ENGINEERING, LLC
Engineers * Landscape Architects
6305 IVY LANE, SUITE 225
GREENBELT, MD 20770
(240) 206-8055

STATE OF MARYLAND — ASHIQUR KHALEQUE MILJKOVIC — 28003 — PROFESSIONAL ENGINEER

08-21-2026

SWANN SUBDIVISION
TREE CONSERVATION PLAN 2 (TCP2)
0 SWANN ROAD
SUITLAND, PRINCE GEORGE'S COUNTY, MD
TAX MAP 88, GRID E1-E2/F1-F2
6TH ELECTION DISTRICT

DRAWN	AK
CHECKED	AM
DATE	01/22/2026
SCALE	AS SHOWN
DRAWING	1 OF 1

September 4, 2026

MEMORANDUM

TO: Quincy Langford, Planner II, Urban Design Section
Development Review Division

VIA: Thomas Lester, Acting Supervisor, Long-Range Planning Section TEL

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, NAB
Community Planning Division

FROM: Daniel Sams, Planner IV, Neighborhood Revitalization Section, D.E.F. Sams
Community Planning Division

SUBJECT: **DSP-2026-0023 Swann Subdivision**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-3605(e) Detailed Site Plan Decision Standards of the Zoning Ordinance, this detailed site plan to construct five single-family dwellings is not required to conform to the Sector Plan.

However, it is noted that the proposed development aligns with Plan 2035 recommendations for the General Plan policy areas and the general recommendations and guidance of the 2014 *Approved Southern Green Line Station Area Sector Plan* The application proposes five single-family dwellings on 1.81 acres. The site design and architecture proposed with this DSP are consistent with the recommendations of the Sector Plan related to land use, environment, living area, circulation, and transportation.

BACKGROUND

Application Type: Detailed Site Plan

Planning Area: 75A

Community: Suitland-District Heights and Vicinity

Location: 3701 Swann Road, Suitland, Maryland, 20746 (Tax Account 0595025)

Size: 1.81 acres

Existing Uses: Undeveloped

Future Land Use: Residential-Medium

Proposal: Five single-family detached dwelling units

Zoning: Residential, Single-Family – 65 (RSF-65) Zone

Applicable Zoning Ordinance: Current Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the **Established Communities.** "Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met," (p. 20).

This application is also located in the Employment Areas. "The Employment Areas were identified as a result of two major County plans: the 2013 *Strategic Economic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas—in particular in the targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies," (p. 19).

The proposed development of the site for five single-family detached dwelling units is consistent with Plan 2035's Established Communities designation and represents context-sensitive infill. The proposed development is also in accordance with Housing and Neighborhoods Policy 2 which states, "Preserve and expand the range of housing types and ownership opportunities, such as owner/resident of multifamily building and housing cooperatives, at different price points ranging from workforce and affordable units to upper-income housing to reduce housing and transportation cost burdens," (p. 187). In addition, this DSP is consistent with Plan 2035 because it appreciates its context. Community Character Principle 1 directs that new development reinforce local character and "integrate with the surrounding landscape and built environment," and "relate to existing structures," (p. 205). The proposal is not inconsistent with Plan 2035's Employment Areas designation; however, it does not support business growth in targeted industry clusters.

Master Plan: The 2014 *Approved Southern Green Line Station Area Sector Plan* recommends **Residential-Medium** land uses on the subject property (Future Land Use Map, 42). The plan states: "Residential-Medium consists of small-lot single-family detached and attached dwellings between 3.5 and 8 DU/A," (p. 41).

The application for five single-family detached dwelling units does not strictly conform to the 2014 *Approved Southern Green Line Station Area Sector Plan* because the number of proposed dwellings (5 units on 1.81 acres or approximately 2.7 units per acre) is inconsistent with the plan definition of Residential Medium land uses which recommends between 3.5 and 8 dwelling units per acre. However, although the application does not strictly conform to the sector plan's land use recommendation and proposes fewer than the recommended number of dwelling units per acre, the RSF-65 Zone does not require a minimum number of dwelling units per acre, and the use is allowed in the zone by right. The station areas are the focus of the plan's policy recommendations. The subject property is located outside the Southern Green Line Station Areas half-mile buffer.

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* retained the subject property in the One-Family Detached Residential (R-55) Zone and superimposed the Southern Green Line Development District Overlay Zone (DDOZ). On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment ("CMA") which reclassified the subject property from the R-55/DDO Zone to the Residential, Single-Family – 65 (RSF-65) effective April 1, 2022.

cc: Long-Range Agenda Notebook

September 4, 2026

MEMORANDUM

TO: Quincy Langford, Urban Design Section, Development Review Division

FROM: Jon Wilson, Transportation Planning Section, Countywide Planning Division

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Mark Berger, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: Swann Subdivision, DSP-2026-0023

Prior Conditions of Approval

The subject application is governed by Certificate of Adequacy (ADQ)-2023-004 and Preliminary Plan of Subdivision (PPS)-2023-001. The following conditions are applicable to this application:

ADQ-2023-004

1. Total development within the subject property shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.

Comment: The ADQ was evaluated for the development of up to 5 single-family dwelling units. The proposed development is within the established trip cap.

PPS-2023-001

3. Prior to the approval, revise preliminary plan of subdivision as follows:
    c. Revise the label for Swann Place to "private right-of-way" instead of private gravel road.

Comment: The site plan identifies Swann Place as "private right-of-way." This condition has been met.

3. Prior to approval, the final plat of subdivision shall include:

    b. Dedication of the public right-of-way along the frontage of Swann Road and Swann Way, as shown on the approved preliminary plan of subdivision, in accordance with Section 24-.4201(c) of the Prince Georges County Subdivision Regulations.

Comment: This condition will be evaluated further at final plat.

    c. A note that any direct vehicular access to Outlot A (existing 20-foot-wide private right-of-way) from Lots 2, 3, 4, and 5 shall be denied.

Comment: The site plan identifies Swann Place as "private right-of-way" and denies access from lot 2 to lot 5. This condition will be evaluated further at final plat.

5. In accordance with the *2014 Approved Southern Green Line Station Area Sector Plan* and the *2009 Approved Countywide Master Plan of Transportation*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show the locations and extent of the following facilities at the time of site plan:
    a. Show and label the existing bicycle lane along Swann Road.

Comment: The plan sheets identify the existing bicycle lane along Swann Road. This condition has been met.

    b. A minimum 5-foot-wide sidewalk along the entire property frontage of Swann Road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

Comment: The plan sheets identify a five-foot-wide sidewalk along the entire property frontage of Swann Road. This condition has been met.

    c. A minimum 5-foot-wide sidewalk along both sides of the internal public road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

Comment: Plan sheets identify a five-foot-wide sidewalk along both sides of Swann Way. This condition has been met.

Master Plan Compliance

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *2014 Approved Southern Green Line Station Area Sector Plan.*

Right of Way (ROW)

There are no master planned roadways that directly impact the subject site. The site plan identifies the frontage of Swann Road and delineates 30 feet from centerline along the frontage. The site plan dedicates the internal roadway, Swann Way, for a total of .298 acres, and shall be shown at the time of Final Plat.

Pedestrian and Bicycle Facilities

Swann Road: Existing Bicycle Lane

Comment: The plan sheets identify the existing bicycle lane along the property frontage of Swann Road.

Recommendations, Policies, and Goals

MPOT Complete Streets Policies:

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

Comment: The plan sheets identify a five-foot-wide sidewalk along both sides of the Swann Way to meet the intent of the policy.

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

Comment: The site has frontage along Swann Road, which is currently developed with a striped bicycle lane and sidewalk. These facilities meet policy intent.

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

Comment: The site has frontage along Swann Road, which is currently developed with a striped bicycle lane. This policy has been met.

Policy 8: Promote and encourage cycling and walking as an alternative to the car for commuting and recreational purposes.

Comment: The site has frontage along Swann Road, which is currently developed with a striped bicycle lane. The plan sheets also show a five-foot-wide sidewalk on both sides of Swann Way and along the Swann Road frontage. This policy has been met.

The *2014 Approved Southern Green Line Station Area Sector Plan* includes the following policies related to multimodal transportation:

1. **Provide a safe, convenient, and accessible transportation system that meets the basic need for travel via motorized and non-motorized modes.**

Comment: The plan sheets identify a five-foot-wide sidewalk along both sides of the cul-de-sac. In addition, the site frontage along Swann Road contains a 5-foot-wide sidewalk and a striped bicycle lane. This policy has been met.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-3605 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for the review of the Detailed Site Plan (DSP) development applications. Sections within 27-6 provide guidance for the development and design standards for the current application. Specifically, Section 27-6200 ensures that developments are served by a coordinated multimodal transportation system that permits safe and efficient movement, while 27-6300 is applicable for the off-street parking and loading facilities while supporting mobility. The relevant sections to transportation are discussed below.

Section 27-6200: Roadway Access, Mobility and Circulation

27-6202: Consistency with Plans
The proposed and recommended access and circulation were evaluated and conform to the applicable master plans.

27-6203: Multimodal Transportation System
The development proposes multimodal access and circulation via a five-foot-wide sidewalk along both sides of the Swann Way and along the frontage of Swann Road. In addition, Swann Road is currently developed with a striped bicycle lane.

27-6204: Circulation or Site Plan Required
The site plan clearly demonstrates vehicular, bicycle, and pedestrian circulation through development and meets the intent of this section.

27-6206: Vehicular Access and Circulation
27-6206(a): All public streets are classified appropriately, and site access is provided via Swann Road onto Swann Way.

27-6206(b): All proposed accessways are classified appropriately, and there are no alleys proposed with this development.

27-6206(c): All units are served via individual access within the Swann Way cul-de-sac. Swann Way is identified as a 50-foot ROW serving emergency vehicles, garbage trucks, delivery vehicles, and other passenger motor vehicles, while Swann Road is identified as a variable width ROW with 30-foot to centerline. Staff find access and circulation will be sufficient.

27-6206(d)
(1): All units are served via individual access along Swann Way, of which neither Swann Way nor Swann Road is identified as a collector nor arterial roadway. The criteria have been met.

(2): The single-family homes will have access via a public roadway and meet the permitting agency standards. The criteria have been met.

27-6206(e): The adjoining Outlot A is denied multimodal access from adjacent lots 2 through 5. There are no additional parcels containing nonresidential, mixed-use development or adjoining vacant land. The criteria have been met

27-6206(f): The development achieves a connectivity score of 4, which exceeds the 1.5 requirement. Criteria have been met.

27-6206(g): The development demonstrates pedestrian connections with five-foot-wide sidewalks along both sides of the Swann Way cul-de-sac. The development also extends the five-foot-wide sidewalk to connect to the existing sidewalk along Swann Road.

27-6206(h): External Street connectivity is achieved via the connection to Swann Road due to the development being a cul-de-sac.

27-6206(i): Swann Way is a cul-de-sac connecting to public roadway Swann Road. Outlot A will have no connection to adjacent lots 2 through 5.

27-6206(j): No traffic calming is proposed within the development. However, future traffic calming measures could be coordinated with the permitting agency.

27-6207: Pedestrian Access and Circulation
27-6207(a): The proposed development includes five-foot-wide sidewalks with Americans with Disabilities Act (ADA) curb ramps and continental crosswalks at vehicular crossings. Pedestrian circulation is designed to permit convenient, efficient, and orderly movement of pedestrians through development.

27-6208: Bicycle Access and Circulation
27-6208(a): Swann Road is not a master planned road facility but does contain a striped bicycle lane and sidewalk along the frontage and meets the criteria.

Section 27-6300: Off-Street Parking and Loading

27-6305: Off-Street Parking Space Standards:
27-6305(a): The development provides 2-car garages for each residential unit and meets the criteria.

27-6309: Bicycle Parking Standards
27-6309(a): Bicycle parking can be accommodated within each residential unit and meets the criteria.

Conclusion
Based on the findings presented above. staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27 and meets the findings for pedestrian and bicycle transportation purposes.

Countywide Planning Division
Prince George's County Planning Department 301-952-3650

September 4, 2026

MEMORANDUM

TO: Quincy Langford, Planner I, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: **Swann Subdivision: DSP-2026-0023 and TCP2-2026-0055**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP) application accepted on August 3, 2026. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on August 14, 2026. Revised plans were received on August 28, 2026. EPS finds the application in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within the Section 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance and recommends approval of DSP-2026-0023 and Type 2 Tree Conservation Plan (TCP2-2026-0055), subject to the findings at the end of this memorandum.

BACKGROUND
EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-171-2021	N/A	Staff	Approved	11/19/2021	N/A
PPS-2023-001	TCP1-2025-0024	Planning Director	Approved	2/8/2026	N/A
DSP-2026-0023	TCP2-2026-0055	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a DSP for the development of single-family detached residential dwelling units.

APPLICABLE ENVIRONMENTAL REGULATIONS
The project is subject to Woodland and Wildlife Habitat Conservation Ordinance and the environmental regulations contained in Subtitles 24, 25, and 27 because the site has a previously approved preliminary plan of subdivision PPS-2023-001 and companion Type 1 tree conservation plan TCP1-2025-0024.

SITE DESCRIPTION
This 1.86-acre site is located on Swann Road, south of the intersection of Swann Road and Kumbar Way. The zoning for the site is Residential, Single-Family-65 (RSF-65). The site is not within the 100-year floodplain and does not contain regulated environmental features (REF).

PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)
The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by the 2014 *Plan Prince George's* 2035 *Approved General Plan* (Plan 2035), and within the Established Communities of the General Plan Growth Policy. The project is not within the boundaries of a transit-oriented center as identified in Plan 2035.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Review of Preliminary Plan of Subdivision PPS-2023-001
PPS-2023-001 was approved by the Planning Director on February 8, 2026, for five lots, one parcel, and one outlot for residential development. The approval conditions, which are environmental in nature and relevant to this DSP, are shown in bold and are addressed in plain text below:

2. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 42789-2021-0 and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations.

The development remains in conformance with stormwater management concept plan 42789-2021-01. The approved plan was provided with the DSP application.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-2025-0024) in conformance with Section 25-121 of County Code. The following note shall be placed on the Final Plat of Subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-2025-0024 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

The DSP and companion TCP2 are in conformance with TCP1-2025-0024 and is discussed in the woodland conservation section of this memorandum. The required note will be addressed with the final plat of subdivision.

7. Prior to issuance of any permits for this subdivision, and in conformance with Section 25-119(a)(2) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, a Type 2 tree conservation plan (TCP2) shall be approved.

A draft TCP2 is submitted with the DSP.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-6802 of County Code requires an approved natural resource inventory (NRI) plan with DSP applications. NRI-171-2021 was included in the applications materials. The approved NRI shows the site is not within the 100-year floodplain and does not contain regulated environmental features (REF) such as streams, wetlands, and their associated buffers. No specimen trees are located on-site.

Woodland Conservation
The site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance, because the site is subject to previously approved Type 1 Tree Conservation Plan (TCP1-2025-0024). This project is also subject to the Environmental Technical Manual (ETM). The notification letter for this application sent on July 23, 2026, included this companion TCP as per Section 25-119(c)(5)(A) of County Code. EPS has not received any public comment about this application as the result of the mailing. The woodland conservation is proposed to be met with 2.01 acres of off-site woodland conservation credits in conformance with the approved and certified TCP1.

Specimen Trees
Specimen trees are required to be protected under Section 24-4301 of the Environmental Standards of the Subdivision Regulations; however, the site does not contain specimen trees as shown on approved NRI 171-2021.

Regulated Environmental Features (REF)
REF are required to be preserved and/or restored to the fullest extent possible under Section 27-6808 the Zoning Ordinance; however, the site does not contain REF as shown on approved NRI-171-2021.

Stormwater Management
Section 27-3605(c)(F)(x) of the Zoning Ordinance requires stormwater management concept approval prior to acceptance of a DSP. An approved Concept Plan (#42789-2021) was submitted with the application showing the use of drywells and submerged gravel wetlands. This stormwater management plan was approved on June 30, 2025, and expires on June 30, 2028.

Section 27-6804 Floodplain Management
According to NRI-171-2021, the site does not contain 100-year floodplain. The DSP is in accordance with Subtitle 32, Division 4, Floodplain Ordinance, of the Prince George's County Code.

Soils
In accordance with Section 27-6809, Unsafe Lands of the Zoning Ordinance, the application was reviewed for unsafe land restrictions. According to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, the predominant soils found to occur is Matapeake silt loam. According to available mapping information, unsafe soils containing Marlboro clay or Christiana clay do not occur on this property. As noted in the approved stormwater management concept plan, a geotechnical report is required at time of building permit review to determine the underground water table in accordance with CB-94-2024.

Erosion and Sediment Control
Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan as described in the applicability sections of Subtitle 32. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of County Code. A draft erosion and sediment control plan was submitted with the revised materials. The TCP2 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. The final sediment and erosion control plans shall match the DSP and the TCP2 prior to issuance of permit.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The Environmental Planning Section has completed the review of Detailed Site Plan (DSP-2026-0023) and Type 2 Tree Conservation Plan (TCP2-2026-0055), and recommends approval, subject to the following findings and conditions:

Recommended Findings
1. The site does not contain specimen trees.

2. The site does not contain regulated environmental features (REF).

September 4, 2026

MEMORANDUM

TO: Quincy Langford, Planner I, Urban Design Section

VIA: Mridula Gupta, Supervisor, Subdivision Section MG

FROM: Jason Bartlett, Planner II, Subdivision Section JTB

SUBJECT: DSP-2026-0023; Swann Subdivision

This Detailed Site Plan DSP-2026-0023 proposes development of five single-family detached dwelling units. The subject property consists of 1.81 acres of land known as Parcel 142, recorded by deed in the Land Records of Prince George's County in Book 48399, Page 71. The property is located in the Residential, Single-family-65 (RSF-65) Zone. This application was accepted for review on June 1, 2026. Comments were previously provided at the August 14, 2026, SDRC meeting and this referral memo is based on revised plans received on August 28, 2026.

The property is subject to minor Preliminary Plan of Subdivision PPS-2023-001, which was approved by the Planning Director on February 8, 2026. This PPS approved five lots, one parcel, and one outlot for development of five single-family detached dwelling units. The subject DSP proposal is consistent with the development evaluated with the approved PPS. Therefore, a new PPS is not required at this time.

PPS-2023-001 was approved subject to nine conditions. Of these, the following are relevant to the review of this DSP application and are provided below in **bold**, with staff analysis provided in plain text:

2. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 42789-2021-0 and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations.

The applicant submitted a copy of an approved Stormwater Management (SWM) Concept Plan and associate approval letter (SDCP No. 42789-2021-0) with subject application. However, the Environmental Planning Section should determine whether the proposed development is in conformance with the approved SWM concept plan and this condition.

3. Prior to approval, the final plat of subdivision shall include:

a. The granting of a minimum 10-foot-wide public utility easement along Swann

Road and the proposed cul-de-sac right-of-way, in accordance with Section 24-4205 of the Prince George's County Subdivision Regulations, and as shown on the approved preliminary plan of subdivision.

A 10-foot-wide public utility easement along Swann Road and the proposed cul-de-sac of Swann Way is provided and shown on the DSP in conformance with this condition.

b. Dedication of the public right-of-way along the frontage of Swann Road and Swann Way, as shown on the approved preliminary plan of subdivision, in accordance with Section 24-4201(c) of the Prince George's County Subdivision Regulations.

The dedication of the public right-of-way along the frontage of Swann Road and Swann Way is provided and shown on the DSP in conformance with this condition.

c. A note that any direct vehicular access to Outlot A (existing 20-foot-wide private right-of-way) from Lots 2, 3, 4, and 5 shall be denied.

A note has been provided on the DSP plan stating that access is denied from Lots 2 through 5 to Swann Place (the existing 20-foot-wide private right-of-way located at the rear of these lots), in conformance with this condition.

4. Prior to approval of any building permit, pursuant to Section 24-4102(f) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate due diligence in obtaining agreement for conveyance and convey Outlot A to the abutting property owner of Parcel 141. Should the property owner of Parcel 141 not accept the additional land, Outlot A shall be retained by the owner of Parcel 142.

Per correspondence received from the applicant's engineer, the applicant reached out but has not yet received correspondence from the owner of Parcel 141 accepting the conveyance of Outlot A. Therefore, conditions have been recommended to revise the Parcel Table and plan notes on the DSP to reflect both options (conveyance to the owner of Parcel 141 or to be retained by owner).

5. In accordance with the 2014 *Approved Southern Green Line Station Area Sector Plan* and the 2009 *Approved Countywide Master Plan of Transportation*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show the locations and extent of the following facilities at the time of site plan:

a. Show and label the existing bicycle lane along Swann Road.

The existing bicycle lane along Swann Road is shown on the DSP. However, the Transportation Planning Section should review this DSP for conformance to this condition.

b. A minimum 5-foot-wide sidewalk along the entire property frontage of Swann Road, unless modified by the permitting agency with written correspondence.

Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

A 5-foot-wide sidewalk along the entire property frontage of Swann Road is shown on the DSP. However, the Transportation Planning Section should review this DSP for conformance to this condition.

c. A minimum 5-foot-wide sidewalk along both sides of the internal public road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

A minimum 5-foot-wide sidewalk along both sides of the internal public road of Swann Way is shown on the DSP. However, the Transportation Planning Section should review this DSP for conformance to this condition.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-2025-0024), in accordance with Section 25-121 of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. The following note shall be placed on the final plat of subdivision:

7. Prior to issuance of any permits for this subdivision, and in conformance with Section 25-119(a)(2) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, a Type 2 tree conservation plan (TCP2) shall be approved.

A Type 2 Tree Conservation Plan (TCP2-2026-0055) was submitted with this application. However, the Environmental Planning Section should further review the plan to determine conformance with Conditions 6 and 7.

9. In accordance with Section 24-4102(f) of the Prince George's County Subdivision Regulations, prior to approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall convey land to a homeowners association (HOA), as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

In conformance with the approved PPS, Parcel A has been identified on the DSP cover sheet to be conveyed to the homeowner's association (HOA).

The proposed development is also subject to an approved Certificate of Adequacy ADQ-2023-004, approved by the Planning Director on February 5, 2026. The ADQ was approved subject to two conditions, of which, the following conditions are relevant to the review of this DSP.

1. The total development within the subject property shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.

The development proposed with this DSP remains in conformance with the development evaluated with PPS-2023-001 and ADQ-2023-0004. However, the Transportation Planning Section should review the proposed development for conformance to this condition.

2. **Prior to approval of final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall pay a fee-in-lieu of the mandatory dedication of parkland requirement for all new residential lots, in conformance with Section 24-4507 of the Prince George's County Subdivision Regulations.**

   A fee-in-lieu is required to be paid by the applicant to meet the mandatory dedication of parkland requirement for all new residential lots. This payment may be eligible to be credited towards the active open space set-aside requirement in Section 27-6404 of the Zoning Ordinance.

Additional Comments

1. In accordance with Section 27-2300, Order of Approvals, final plats are required to be recorded prior to the issuance of permits, subsequent to the approval of this DSP and in conformance with the DSP and approved PPS. Final plats should be accepted within the validity period of PPS-2023-001, which is February 8, 2029.

2. A 4-foot-wide private easement is shown on Parcel A. The applicant should clarify the purpose of this easement and to whose benefit this easement is proposed.

Recommended Conditions

1. Prior to certification of the detailed site plan, the plan shall be revised as follows:

   a. In accordance with Condition 4 of the approved Preliminary Plan of Subdivision PPS-2023-001, revise the note for Outlot A to state, "To be conveyed to the property owner of Parcel 141 or retained by the owner."

   b. Revise the Parcel Table on the coversheet of the DSP to add the option of Outlot A to be retained by the owner.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. This DSP has been found to be in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Countywide Planning Division
Historic Preservation Section

301-952-3680

August 25, 2026

MEMORANDUM

TO: Quincy Langford, Urban Design Section, Development Review Division

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

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **AGC**

SUBJECT: **DSP-2026-0023 Swann Subdivision**

The subject property comprises 1.86 acres and is located on the west side of Swann Road, approximately 586 feet south of its intersection with Mathilda Lane in Suitland. The subject property is zoned Residential, Single-Family-65 (RSF-65), and is located within the 2014 *Approved Southern Green Line Station Area Sector Plan* area. The subject application proposes the development of five single-family detached homes and associated stormwater management and private access road.

The 2014 *Approved Southern Green Line Station Area Sector Plan* includes limited goals and policies related to historic preservation (page 84); however, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.

The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

Historic Preservation staff recommends approval of DSP-2026-0023, Swann Subdivision, with no conditions.

August 10, 2026

MEMORANDUM

TO: Quincy Langford, Planner I, Urban Design Review Section

FROM: Mara Greenwell, Planning Technician III, Permit Review Section MG

SUBJECT: DSP-2026-0023 - Swann Subdivision (PB)

1. The Permit Review Section offers no additional comments at this time on this development application.

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division

Aisha N. Braveboy
County Executive

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
Dawit Abraham, P.E.
Director

MEMORANDUM

DATE: August 27, 2026

TO: Dexter Cofield, Subdivision Review Section
Development Review Division, M-NCPPC

FROM: Mariwan Abdullah, P.E., Chief Engineer *Mariwan Abdullah*
Site Road Plan Review Division, DPIE

RE: Swann Subdivision
DSP-2026-0023

CR: Swann Road

This memorandum responds to the Detailed Site Plan (DSP-2026-0023) referral for a single-family subdivision.

- The subject property consists of 1.81 acres. The location is approximately 0.75 miles southeast of the intersection of Swann Road and Silver Hill Road; Tax Map 88/Grid E1-E2 within the general area of Swann Court, Swann Road, and Swann Place, zoned RSF-65; prior zoning being R-55/DDO. The existing condition is undeveloped along Swann Road in Suitland, Prince George's County, Maryland.

Background Information:

- Swann Road is a County-maintained roadway located southwest of the development. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Urban Commercial and Industrial Road Standards. This work shall be permitted before or concurrently with the issuance of a fine grading permit.

Traffic Comments:

- DPIE traffic has provided approval for this site under SDFG SIT-00969-2025.

Geotechnical Comments:

- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for all proposed work, including building, is required. Soil borings are required to determine the vertical difference from the facility bottom to the seasonal high groundwater table.

Floodplain Comments:

- There is no floodplain on this property.

Water and Sewer Comments:

- The 2018 Water and Sewer Plan designates the subject in a "Dormant" Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, approved for development on the public sewer system. A "Dormant" Category 3 is considered a Category 4 designation although the maps have been amended (2018 Water and Sewer Plan, Section 2.1.2). The property is undeveloped in the PGAtlas 2024 aerial views.
- Renewal of Category 3, obtained via the Administrative Amendment process, must be approved before recordation of a final plat. Please contact the Water and Sewer Plan Coordinator with DPIE for further information and instructions.
- Water and Sewer lines in Swann Road abut the property. Water and Sewer line extensions are required to service the proposed subdivision and must be approved by the Washington Suburban Sanitary Commission before recordation of a final plat.

Storm Drain and Stormwater Management Comments:

- DSP-2026-0023 is consistent with the Site Development Concept Plan 42789-2021-00 and the Site Development Fine Grading Permit SIT-00969-2026, which is under review.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance with the standards and specifications set forth by DPIE and DPW&T. Approval of all facilities is required before permit issuance.
- DPIE has no objection to DSP-2026-0023.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
    a) Final site layout, exact impervious area locations are not shown on plans.
    b) The exact acreage of impervious areas to be provided with DSP for Technical review.

c) Proposed grading to be shown on plans.
d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated upon submission of the site development fine-grading permit.
e) Erosion/sediment control plans that contain the construction sequence, any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
f) A detailed SDFG report will be required for technical review.
g) Applicant shall provide items (a-f) at the time of filing final site permits.

If you have any questions or need additional information, please contact Mr. Nanji Formukong, P.E., District Engineer for the area with the Site Road Plan Review Division at 301.636.2060.

cc: Rene Lord-Attivor, Chief Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Chief Bridges/NPDES, S/RPRD, DPIE
Salman Babar, CFM, Floodplain Coordinator, S/RPRD, DPIE
Nanji Formukong, P.E., District Engineer, S/RPRD, DPIE

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: August 14, 2026

To: Quincy Langford, Urban Design, M-NCPPC

From: Adebola Adepoju (AA), Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-2026-0023 - Swann Subdivision

Tax Map 88
Grid E1-E2

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Swann Subdivision located in Suitland, Maryland and has the following comments / recommendations:

1. Health Department permit records indicate there are no existing carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. The location of the subdivision is not listed as a food desert. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

2. Indicate how the project will provide pedestrian access to the site by residents of the surrounding community.

3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

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

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

1 - Created by: Dyana Smith on 8/10/26 11:09 AM
Title: WSSC Plan Review Comments, Prescreen Review, Intake
A001- PPS-DSP-2026-0023

2 - Created by: Dyana Smith on 8/10/26 11:09 AM
Title: WSSC Plan Review Fee, Prescreen Review, Intake
The Required WSSC Plan review fee of $925 has been paid

3 - Created by: Dyana Smith on 8/10/26 11:10 AM
Title: WSSC Standard Comments for all Plans, Prescreen Review, Intake
1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at www.wsscwater.com/Development Services for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

4 - Created by: Kurt Westendorf on 8/10/26 11:55 AM
Title: Remove valve, Department Review, DSD - Project Manager
Valve not needed here.

5 - Created by: Kurt Westendorf on 8/10/26 11:56 AM
Title: Water main label, Department Review, DSD - Project Manager
The water main should be shown as 8" from the main in the road to the reducer. It

will be 4" from the reducer to the cap.

6 - Created by: Kurt Westendorf on 8/10/26 11:58 AM
Title: Valve location, Department Review, DSD - Project Manager
Recommend moving the valve off of the sidewalk ramp and placing in the road in the court.

7 - Created by: Kurt Westendorf on 8/10/26 12:01 PM
Title: Existing mains, Department Review, DSD - Project Manager
Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

8 - Created by: Kurt Westendorf on 8/10/26 1:29 PM
Title: Easement, Department Review, DSD - Project Manager
If the proposed easement here is for a future Sewer House Connection to serve Parcel 42, it will be a private easement, not a WSSC easement.

9 - Created by: Kurt Westendorf on 8/10/26 2:07 PM
Title: Metro Green Line nearby, Department Review, DSD - Project Manager
Geotechnical and Corrosion Submittal will be required. It appears that sources of stray current
have been identified within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20.

10 - Created by: Kurt Westendorf on 8/10/26 2:11 PM
Title: Existing HPA Plan, Department Review, DSD - Project Manager
A proposed site development project was previously submitted to WSSC (DA7531Z23) and is a conceptually approved project. Contact Kurt Westendorf at (301) 206-8066 or Kurt.Westendorf@wsscwater.com for information.

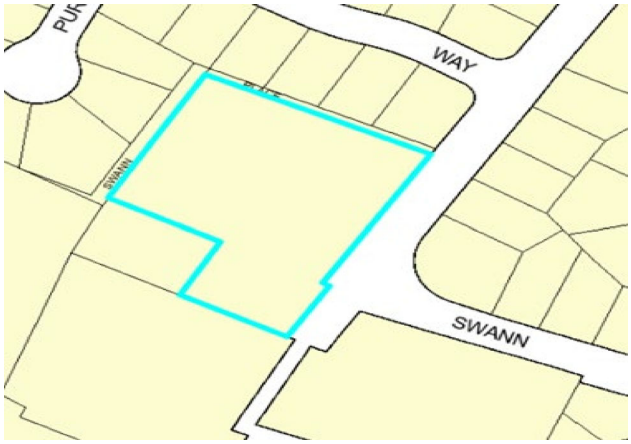
11 - Created by: Kurt Westendorf on 8/10/26 2:13 PM
Title: General grading, Department Review, DSD - Project Manager
Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements.
See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section11.

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Preliminary Plan of Subdivision PPS-2023-001
Swann Subdivision (Minor)

REQUEST	STAFF RECOMMENDATION
5 lots, 1 parcel, and 1 outlot for single-family detached residential development.	With the conditions recommended herein: • Approval of Preliminary Plan of Subdivision PPS-2023-001 • Approval of Type 1 Tree Conservation Plan TCP1-2025-0024

Location: On the west side of Swann Road, approximately 0.75 miles south of its intersection with Silver Hill Road.	
Gross Acreage:	2.23
Zone:	RSF-65
Gross Floor Area:	N/A
Lots:	5
Parcels:	2
Outlot:	1
Planning Area:	75A
Council District:	07
Municipality:	N/A
Applicant/Address: Wilson Costello 3805 Berry Drive Temple Hills, MD 20748	
Staff Reviewer: Hannah Palmer **Phone Number:** 301-952-4680 **Email:** Hannah.Palmer@ppd.mncppc.org	



Planning Board Date:	N/A
Action Limit:	02/11/2026
Mandatory Action Timeframe:	140 days
Staff Report Date:	02/06/2026
Date Accepted:	09/24/2025
Informational Mailing:	10/07/2022
Acceptance Mailing:	09/19/2025
Sign Posting Deadline:	02/01/2026

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

PLANNING DIRECTOR DECISION
Minor Preliminary Plan of Subdivision

Application No: Preliminary Plan of Subdivision PPS-2023-001

Project Name: Swann Subdivision

Reviewer's Name: Hannah Palmer, Planning Technician III, Subdivision Section
Development Review Division

1. Request—The subject application proposes a minor subdivision to create five residential lots, one parcel, and one outlot.

The subject property is located on Tax Map 88 in Grids E1, E2, F1, and F2, and is known as Parcel 142, recorded by deed in the Prince George's County Land Records in Book 48399, Page 71. The property is located on the west side of Swann Road, approximately 0.75 miles south of its intersection with Silver Hill Road. The subject property is located within the Residential, Single-family-65 (RSF-65) Zone. This minor preliminary plan of subdivision (PPS) is required, in accordance with Section 24-3402(b)(2)(A)(i) of the Prince George's County Subdivision Regulations, for a subdivision that results in 10 or fewer dwelling units. The site is subject to the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*, Subtitles 24 and 27 of the Prince George's County Code, and other applicable plans. In accordance with Section 24-4503 of the Subdivision Regulations, this PPS is further supported by and subject to an approved Certificate of Adequacy, ADQ-2023-004.

The site is bound by properties in the RSF-65 Zone. The subject property is bound to the southwest by single-family detached dwellings, to the north and west by vacant lots approved for single-family detached dwellings, and to the east by the public right-of-way of Swann Road, with single-family detached dwellings beyond. The subject site is currently undeveloped, and this subdivision proposes five lots, one parcel, and one outlot for single-family detached residential development.

An existing, 20-foot-wide private right-of-way, titled Swann Place, is shown on the submitted plans along the northern portion of the property. Swann Place is labeled on the PPS as a private road. However, Swann Place does not meet the definition of "street," in accordance with Section 27-2500 of the Prince George's County Zoning Ordinance, and should be labeled as a private right-of-way instead of a private road. No recording reference for this private right-of-way was found, but it is described by reference in the 1938 deed for the subject property (Book 502, Page 77) and all deeds of conveyance since. This right-of-way provides abutting Parcel 141 and Parcel 42 with access to a public street (Swann Road). These abutting parcels have no direct access to a public street, except through the 20-foot-wide private right-of-way. At the time of subdivision of the abutting properties to the north (Kumbar's Addition to Suitland and Kumbar's Second Addition to Suitland), portions of this private right-of-way were platted as outlots, to be conveyed to the property owner of Parcel 141. Per the Prince George's County Land Records, the two outlots

are currently owned by Welch Family Limited Partnership Ten. With the subject PPS, the applicant is proposing the remainder of this existing private right-of-way located on the subject property to be located within an outlot (Outlot A), and to convey the outlot to the property owners of Parcel 141 prior to the first building permit. In the event that Parcel 141 does not accept conveyance of Outlot A, staff recommend that the proposed Outlot A be retained by the current property owner of the subject property (Parcel 142).

The subject property boundary shown on the submitted PPS shows a portion of Outlot A of Kumbar's Second Addition to Suitland (Plat Book ME 259 Plat No. 97) as being part of the subject property. Prior to signature approval of the PPS, the property boundary shall be revised to not overlap with Outlot A on Plat 259-97, and the general notes revised, as applicable.

In conjunction with this PPS, the applicant has submitted a Type 1 Tree Conservation Plan (TCP1-2025-0024). The subject PPS was accepted for review on September 24, 2025, and was referred to the Subdivision and Development Review Committee, which held a meeting on October 10, 2025, at which comments were provided to the applicant. Revised plans were subsequently received on October 30, 2025, and January 27, 2026, and were used for the analysis contained herein. Staff recommend approval of the subject PPS and TCP1 as discussed further below.

2. **Required Findings**—Section 24-3402(d)(1) of the Subdivision Regulations authorizes the Planning Director to approve a minor PPS, with the following basis for approval:

Section 24-3402(d)(1) Preliminary Plan of Minor Subdivision

(B) Preliminary Plan of Minor Subdivision Decision Standards

A preliminary plan of minor subdivision may only be approved upon finding that it:

(i) Complies with all applicable standards of these Regulations;

(ii) Establishes in its layout a good and strong relationship between lots, the street(s), and open space set-asides that is consistent with the purposes of these Regulations and Subtitle 27: Zoning Ordinance, of the County Code;

(iii) Complies with all applicable requirements in Subtitle 27: Zoning Ordinance;

(iv) Conforms with all applicable Area Master Plans, Sector Plans, and current Functional Master Plans, and

(v) Complies with all applicable requirements of the County Code.

The subject application conforms to the applicable standards and requirements of Subtitles 24 and 27 of the County Code, establishes a strong relationship between the lots and the street, conforms to all applicable plans, and complies with all

applicable requirements of the County Code, which is further supported by the following memorandums, incorporated herein by reference:

a. Historic Preservation Section (Stabler, Smith, and Chisholm to Palmer, October 8, 2025)

b. Community Planning Section (Sams to Palmer, September 10, 2025)

c. Prince George's County Department of Parks and Recreation, Park Planning and Development Division (Thompson to Palmer, November 5, 2025)

d. Transportation Planning Section (Smith to Palmer, October 30, 2025)

e. Environmental Planning Section (Kirchhof to Palmer, October 30, 2025)

f. Urban Design Section (Langford to Palmer, November 25, 2025)

g. Special Projects Section (Walker to Palmer, October 20, 2025)

h. Washington Suburban Sanitary Commission (Westendorf to Palmer, October 8, 2025)

i. Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) (De Guzman to Palmer, October 28, 2025)

j. Prince George's County Water and Sewer Plan Coordinator, Site/Road Plan Review Division, DPIE (Branch to Palmer, September 25, 2025)

3. Recommendation—The proposed application satisfies the specific requirements for Planning Director approval of a minor PPS. Therefore, based on the above findings, it is recommended that the subject application, PPS-2023-001, including TCP1-2025-0024, be approved, subject to the following conditions:

1. Prior to signature approval, revise the preliminary plan of subdivision as follows:

a. Revise the property boundary to correct the overlap with Outlot A, Kumbar's Second Addition to Suitland (Plat Book ME 259 Plat No. 97).

b. Revise General Notes 6, 7, and 14 to correct the property area after revision of the property boundary.

c. Revise the label for Swann Place to "private right-of-way" instead of "private gravel road."

d. Revise General Note 22 to state that the mandatory dedication of parkland requirement is being addressed by providing a payment of a fee-in-lieu.

e. Revise the parcel table to state that the proposed Outlot A is to be conveyed to owners of Parcel 141.

f. Revise the site area table to remove the area of Outlot A (Plat 259-97).

2. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 42789-2021-0 and any subsequent revisions, in accordance with Section 24-4303 of the Prince George's County Subdivision Regulations.

3. Prior to approval, the final plat of subdivision shall include:

   a. The granting of a minimum 10-foot-wide public utility easement along Swann Road and the proposed cul-de-sac right-of-way, in accordance with Section 24-4205 of the Prince George's County Subdivision Regulations, and as shown on the approved preliminary plan of subdivision.

   b. Dedication of the public right-of-way along the frontage of Swann Road and Swann Way, as shown on the approved preliminary plan of subdivision, in accordance with Section 24-4201(c) of the Prince George's County Subdivision Regulations.

   c. A note that any direct vehicular access to Outlot A (existing 20-foot-wide private right-of-way) from Lots 2, 3, 4, and 5 shall be denied.

4. Prior to approval of any building permit, pursuant to Section 24-4102(f) of the Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate due diligence in obtaining agreement for conveyance and convey Outlot A to the abutting property owner of Parcel 141. Should the property owner of Parcel 141 not accept the additional land, Outlot A shall be retained by the owner of Parcel 142.

5. In accordance with the 2014 *Approved Southern Green Line Station Area Sector Plan* and the 2009 *Approved Countywide Master Plan of Transportation*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities and show the locations and extent of the following facilities at the time of site plan:

   a. Show and label the existing bicycle lane along Swann Road.

   b. A minimum 5-foot-wide sidewalk along the entire property frontage of Swann Road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

   c. A minimum 5-foot-wide sidewalk along both sides of the internal public road, unless modified by the permitting agency with written correspondence. Any modification shall be in accordance with Prince George's County Department of Public Works and Transportation and Maryland State Highway Administration adopted standards.

6. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-2025-0024), in accordance with Section 25-121 of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance. The following note shall be placed on the final plat of subdivision:

> "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-2025-0024 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

7. Prior to issuance of any permits for this subdivision, and in conformance with Section 25-119(a)(2) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, a Type 2 tree conservation plan (TCP2) shall be approved.

8. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision, in accordance with Section 24-3402(c)(2)(B)(ii) of the Prince George's County Subdivision Regulations. The draft covenants shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department, to ensure that the rights of the Prince George's County Planning Board are included. The book/page of the declaration of covenants shall be noted on the final plat, prior to recordation.

9. In accordance with Section 24-4102(f) of the Prince George's County Subdivision Regulations, prior to approval of the first building permit, the applicant and the applicant's heirs, successors, and/or assignees shall convey land to a homeowners association (HOA), as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

   a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department.

   b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.

   c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.

d. Any disturbance of land to be conveyed to the HOA shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.

f. Covenants recorded against the conveyed property ensuring retention and future maintenance of the property by the HOA, including the reservation of the right of approval by the Prince George's County Planning Director.

Approval of this application shall be accompanied by a signature-approved Preliminary Plan of Subdivision PPS-2023-001, and Type 1 Tree Conservation Plan TCP1-2024-0024.

* * * * * * * * * * * * *

APPROVED BY AUTHORITY OF:

Date: 02/08/2026 **By:** _____

James R. Hunt, MPA
Acting Planning Director

THIS APPROVAL IS VALID FOR THREE YEARS.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Certificate of Adequacy

ADQ- 2023-004

General Information

Project Name: Swann Subdivision

Case Number: ADQ-2023-004

Associated Preliminary Plan of Subdivision or Final Plat: PPS-2023-001

Use Type: Residential

Dwelling Unit Type and Number: Single-family detached (5) Gross Floor Area (nonresidential): N/A

Project Location

Project Location: On the west of Swann Road, approximately 0.75 miles south of its intersection with Silver Hill Road

Lot/Parcel: Parcel 142 Tax Account: 0595025

Property Zone: RSF-65 Council District: 07

Planning Area: 75A Municipality: N/A

Election District: 6 Transportation Service Area: 1

Police District: VIII Westphalia School Cluster Area: 3

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
Parks and Recreation *(Transit-Oriented/ Activity Center Zones and Employment Areas)*	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation *(All Other Zones)*	15 acres per 1,000	Yes	Yes
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	N/A	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Smith to Palmer, October 30, 2025)*
- *Special Projects Section (Walker to Palmer, October 20, 2025)*
- *Department of Parks and Recreation (Thompson to Palmer, November 5, 2025)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☑ Approved ☑ Approved with the conditions (indicated here):

☐ Denied

1. Total development within the subject property shall be limited to uses which generate no more than 4 AM and 4 PM peak-hour vehicle trips.

2. Prior to approval of final plat, the applicant, and the applicant's heirs, successors, and/or assignees shall pay a fee-in-lieu of the mandatory dedication of parkland requirement for all new residential lots, in conformance with Section 24-4507 of the Prince George's County Subdivision Regulations.

SIGNATURE

Planning Director

02/05/2026
Date of Approval

This certificate of adequacy is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c).

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

October 30, 2025

MEMORANDUM

TO: Hannah Palmer, Subdivision Section, Development Review Division

FROM: NS Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

VIA: Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2023-004, Swann Road Subdivision

Proposal

The referenced Certificate of Adequacy application (ADQ) is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS)-2023-001, which proposes the subdivision for five lots for single family dwelling units and is located within the Residential Single-Family 65 (RSF-65) zoning district. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated using the standards of Section 24 of the current Zoning Ordinance.

Criteria for Establishing Transportation Adequacy

The proposed development is subject to the Transportation Service Area (TSA) 1 adequacy requirements for the analysis of vehicular traffic.

Trip Generation

In accordance with Section 24-4505 of the subdivision regulations and 2022 *Transportation Review Guidelines Supplement*, transportation adequacy is based on the impact of all new trips generated by a site. As shown in the trip generation table below, the proposed subdivision will generate no more than five new peak-hour trips, which is deemed de minimis per the 2022 *Transportation Review Guidelines Supplement* and therefore, meets the requirements of 24-4505 for motor vehicle adequacy.

Trip Generation Summary									
	Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed	Single-Family Housing (Prince George's County Rates)	5	DU	1	3	4	3	1	4
Total Trip Cap Recommendation				**4**			**4**		

Bicycle & Pedestrian Adequacy

The subject property is in the RSF-65 zoning district and proposes less than 11 dwelling units and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Subtitle 24, if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 4 AM and 4 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division
Special Projects Section

October 20, 2025

MEMORANDUM

TO: Hannah Palmer, Planner III, Subdivision Section, DRD

FROM: ***TW*** Tineya Walker, Planner II, Special Projects Section, CWPD

VIA: ***BR*** Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: PPS-2023-001 & ADQ-2023-004 Swann Subdivision

Project Summary:
The project proposes to construct five single-family detached dwelling units. The site totals approximately 11.02-acres. The property is located along Swann Road approximately 0.75 miles southeast of the intersection of Swann Road and Silver Hill Road in Suitland, Maryland. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on September 25, 2025.

PPS-2023-001

The Certificate of Adequacy associated with preliminary plan PPS-2023-001 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

(2) An application listed in Section 24-4502(a) above[1] shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section 24-4503(a).

[1] **24-4502. Applicability**
(a) **Applications / Approvals Subject to this Section**
This Section applies to:
(1) An application for a preliminary plan of subdivision (minor or major).

Water and Sewer:

24-4404.
In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

(a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

The property is within Tier I of the Sustainable Growth Act. Tier I include those properties eligible to be served by public sewerage systems.

24-4405.
For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, "Community System". Category 3 includes developed land on public water and sewer and underdeveloped properties with valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):
The subject project is located in Planning Area 75A – "Suitland-District Heights & Vicinity". The *2025-2030 Fiscal Year Approved CIP Budget* identifies two new public facilities proposed for construction:

- Prince George's Homeless Shelter at 603 Addison Road South (3.31.0003) and
- Regional Health & Human Services Center at 8800 Hampton Mall Drive (3.70.0001).

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

(1) Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The *2014 Approved Southern Green Line Station Area Sector Plan* contains the following goal:

- Seek opportunities for new public facilities that will serve as amenities to support the Green Line stations as neighborhoods of choice for current and new residents and businesses.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

Conclusion
At the writing of this referral the Special Projects Section finds that the applicable public facility standards and conformance with the area master plan, is met pursuant to the prior Subdivision Regulations.

ADQ-2023-004

Police Facility Adequacy:
Per Section 24-4508 of the current Subdivision Regulations, the Planning Board's test for police adequacy involves the following:

24.4508. Police Facility Adequacy

(b)Adopted LOS Standard-Police

(2) To demonstrate compliance with this LOS standard, the Chief of Police shall submit the following information, on an annual basis, to the Planning Director:

(A) A statement reflecting adequate equipment pursuant to studies and regulations used by the County, or the *Public Safety Master Plan* for police stations in the vicinity of the area of the proposed subdivision; and

The subject property is served by Police Division VIII, Westphalia, located at 8803 Police Plaza, Upper Marlboro, Maryland. Consistent with the provisions of Section 24-4508 correspondence was received from representatives of the Prince George's County Police Department dated October 9, 2025, that stated the Department "has an adequate amount of equipment for our current sworn officers"

(B) A statement by the Police Chief that the rolling 12-month average, adjusted monthly, for response times in the vicinity of the proposed subdivision is a maximum of 25 minutes total for non-emergency calls and a maximum of 10 minutes total for emergency calls for service. For the purposes of this Subsection, response time means the length of time from the call for service until the arrival of Police personnel on-scene or other police response, as appropriate.

Compliance with the required 10/25-minute emergency/non-emergency response times is evaluated on the date the application is accepted. An application that fails the response times, but for which the response times for both emergency and nonemergency calls does not exceed 20% above the respective response times, may mitigate. If one or both response times exceed 20% the application fails, the Police Facility Adequacy test.

The appropriate response time is the time for the area closest in proximity to the proposed subdivision that also contains accurate data. At the Beat and Reporting Area level, times are often

not sufficiently accurate because there may be no, or only a few calls, in an entire year at that level. At the Sector level, however, there are a sufficient number of calls to provide accurate response times. Since the Sector level is more narrowly drawn, Sector level estimated times are closer to the vicinity of the subdivision and are, therefore, applied when provided by the Chief of Police. If Sector level times are not available, staff applies times at the Division level.

Pursuant to Section 24-4508(b), the estimated police response times for the site satisfy the standard of 25 minutes for non-emergency calls and the standard of 10 minutes for emergency calls. Pursuant to CR-080-2025, the application was evaluated based on a rolling average for the 12-month period from January 2023 through December 2023 in the report dated September 3, 2024. The application was accepted by the Planning Department on September 25, 2025. The subject property is located within Police Division VIII and the response times provided reflect this reporting area**.**

Police Response Times (Section 24-4508.B) District VIII

Acceptance Date	Reporting Periods	Emergency	Non-Emergency
January 25, 2025	January 2023 to December 2023	7:00	13:00

Pursuant to the above information and based on reviewing the annual report provided by the Chief of Police dated September 3, 2024, the subject police response times for the site passes the standard of 10 minutes for emergency calls and 25 minutes for non-emergency calls.

Fire and Rescue Adequacy:
Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy involves the following:

24-4509. Fire and Rescue Adequacy

(b) Adopted LOS Standard for Fire and Rescue

(1) The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the *Public Safety Guidelines.*

(2) The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:

(A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and

(B) A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.

(3) Subsection (b)(2), above, does not apply to commercial or industrial applications.

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of seven (7) minutes response time for any residential uses. The Fire Department uses the metric of "travel time" in their evaluation. Response time adds one minute of 'turn-out" time which is assessed at the time the station receives notice and initiates a response. Therefore, the six-minute travel time is the same metric as the seven-minute response time.

The subject property is served by Morningside #827, located at 6200 Suitland Road, Morningside, Maryland, 20746. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of September 30, 2025, the site passes the seven-minute travel time test for residential development from the closest or 'first due' Fire/EMS station.

Schools Adequacy:

Per Section 24-4510 of the current Subdivision Regulations, the Planning Board's test for school adequacy involves the following:

24-4510 Schools Adequacy:

(a) Adopted LOS Standards for Schools

(1) The adopted LOS standard for schools is based on school clusters, which are groupings of elementary, middle, and high schools that are impacted by the preliminary plan for subdivision (minor or major).

(2) The adopted LOS standard is that the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters.

(3) The number of elementary, middle, and high school students generated by the proposed subdivision shall be determined in accordance with the pupil yield factors for each dwelling unit type as determined by the Planning Director from historical information provided by the Superintendent of the Prince George's County Public Schools.

This preliminary plan was reviewed for impact on school facilities in accordance with Section 24-4510 of the current Subdivision Regulations. The subject property is located within Cluster 3, as identified in the *Pupil Yield Factors & Public-School Clusters* 2024-2025 Update. The project proposes adding 5 single-family detached dwelling units.

The adopted "level of service" standard is the number of students generated by the proposed subdivision at each stage of development will not exceed 105 percent of the state rated capacity, as adjusted by the School Regulations, of the affected elementary, middle, and high school clusters. Per the table below, the existing state rated capacity is below 105% at all school levels and complies with the service standard.

	Affected School Cluster		
	Elementary School Cluster 3	**Middle School Cluster 3**	**High School Cluster 3**
Single Family Detached Dwelling Units	5	5	5
Pupil Yield Factor (PYF) – SFD	0.196	0.095	0.132
SFD x PYF=Future Enrollment	**1**	**0**	**1**
Adjusted Student Enrollment 9/30/24	9,262	3,700	3,691
Total Future Student Enrollment	9,263	3,700	3,692
State Rated Capacity	13,081	4,470	4,266
Percent Capacity	**71%**	**83%**	**86%**

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is **$12,220** per dwelling if a building is located between Interstate 495 and the District of Columbia; **$12,220** per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or **$20,972** per dwelling for all other buildings. This project is outside of the I-495 Capital Beltway; thus, the surcharge fee is **$20,972**. This fee is to be paid to Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) at the time of issuance of each building permit

CONCLUSION

At the writing of this referral the Special Projects Section finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Reulations.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: November 5, 2025

TO: Hannah Palmer, Planning Technician III
Subdivision Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Division Chief **SME**
Jameka Smith, Assistant Division Chief, **JS**
Dominic Quattrocchi, Planning Supervisor **DAQ**
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Ivy R. Thompson, Planner III **IRT**
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **PPS-2023-001 Swan Subdivision**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this conceptual site plan amendment for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL
This application is for the development of six lots for one existing and five new single-family dwellings and two parcels.

BACKGROUND:
The subject property is approximately 1.86-acres and located on the northwest side of Swann Road. The site is currently undeveloped, zoned Residential Single Family -65(RSF-65)

Master Plan Conformance
The proposal is subject to the 2014 *Southern Green Line Station Sector Plan and SMA*, *Plan Prince George's 2035 Approved General Plan,* the 2022 *Land Preservation, Parks and Recreation Plan for Prince George's County* (LPPRP), and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space*. The 2014 *Southern Green Line Station Sector Plan and SMA* highlights bicycle facilities, sidewalk connectivity and a need for urban park and trails. The proposed infill development is in conformance with the Sector Plan recommendation for low-medium residential development. Sector Plan indicates that there is insufficient local parkland to meet the projected needs for the area. The Sector Plan recommends developing conceptual recreational trail development for lands owned by M-NCPPC and NPS, establishing urban parks, plazas, and open space, as amenities.

The LPPRP provides a more detailed analysis of parkland, facilities, and the Department's specific goals and strategies for properties within the Green Line Sector Plan Area. The subject property is located within the Department's "Service Area 7" that has not met its targets for undeveloped and developed parkland. The Service Area falls short of the County's need for neighborhood parks due, in part, to the urban nature of the build environment. The LPPRP specifically recommends the focus on the development of recreation facilities such as fields, hard surface courts, trails, splash pads and other unique recreation facilities.

Nearby developed M-NCPPC park facilities include the William Beanes Community Center, Suitland Bog Park, Suitland Park, and the Henson Creek Stream Valley Park.

Parks & Recreation Adequacy [Section 24-4507]

Staff analysis has determined that the proposed project, as shown, will generate an additional 15 people in the local community requiring approximately 0.22 acres of improved parks (15x15)/1000) to meet the adopted Level of Service standard for Parks and Recreation in Prince George's County. The 2022 Land Preservation, Parks, and Recreation Plan (LPPRP) shows that there is approximately 15.07 acres of developed MNCPPC parkland per 1,000 persons in the entire county. The subject property, however, is within Service Area 7 where there exists a gap in the Level of Service for neighborhood parks. .

Per the provisions of the prior Prince George's County Subdivision Regulations Section 24-4507 of the Subdivision Regulations, the applicant's proffer of fee-in-lieu meets the requirements of master plan conformance and parks and recreation adequacy. The preliminary plan of subdivision identifies fee-in-lieu to meet the mandatory parkland dedication requirement. The fee-in- lieu may be used towards improvements at neighborhood parks identified in the LPPRP. With this, the project also meets the adopted Level of Service standard for improved public parks as required by Section 27-4507 of the Subdivision Regulations.

RECOMMENDATION:

The Department of Parks and Recreation recommend approval of PPS-2023-001 Swan Subdivision, subject to the following conditions:

1. The payment of a fee in-lieu of mandatory dedication of parkland for 5 lots in Service Area 7 because the land available for dedication and private recreational facilities provided is not sufficient to meet the recreational needs of the projected population. The fee in- lieu payment shall be paid prior to recordation of the record plat.

2. Add a note on the Preliminary Plan to state that the mandatory dedication of parkland requirement is being addressed by providing a payment of a fee-in-lieu for Service Area 7 because the land available for dedication is not sufficient to meet the recreational needs of the projected population.

cc: Leonard Pettiford

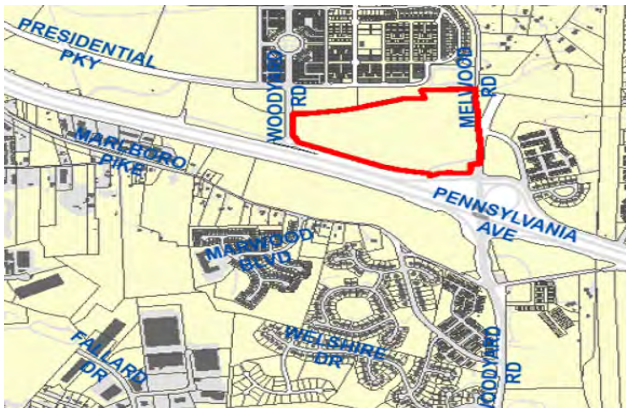
The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan DSP-2026-0013
Conceptual Site Plan CSP-07004-01
Westphalia Town Center - Retail

REQUEST	STAFF RECOMMENDATION
Development 276 two-family attached dwelling units, and a 139,607-square-foot integrated shopping center for commercial/retail and institutional uses	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-2026-0013 • APPROVAL of an amendment to Conceptual Site Plan CSP-07004-01 • APPROVAL of Type 2 Tree Conservation Plan TCP2-2026-0060

Location: In the northwestern quadrant of the intersection of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road)	
Gross Acreage:	65.88
Zone:	TAC-E/MIO
Prior Zone:	M-X-T/M-I-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	276
Gross Floor Area:	139,607 sq. ft.
Planning Area:	78
Council District:	06
Municipality:	N/A
Applicant/Address: Walton Westphalia Europe, LP 8800 N. Gainey Center Drive, Suite 345 Scottsdale, AZ 85258	
Staff Reviewer: Jill S. Kosack **Phone Number:** 301-952-4689 **Email:** jill.kosack@ppd.mncppc.org	



Planning Board Date:	10/08/2026
Planning Board Action Limit:	10/25/2026
Staff Report Date:	09/24/2026
Date Accepted:	07/16/2026
Informational Mailing:	02/04/2026
Acceptance Mailing:	06/25/2026
Sign Posting Deadline:	09/08/2026

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-2026-0013
Amendment to Conceptual Site Plan CSP-07004-01
Type 2 Tree Conservation Plan TCP2-2026-0060
Westphalia Town Center Retail

The Urban Design Section has reviewed the detailed site plan for the subject property and recommends APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is within the Town Activity Center - Edge (TAC-E) and Military Installation Overlay (MIO) Zones. Pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, projects which received approval under the provision of the Zoning Ordinance effective prior to April 1, 2022 ("prior Zoning Ordinance") and remain valid may proceed to have subsequent development applications reviewed in accordance with the standards and procedures of the prior Zoning Ordinance, and subject to the terms and conditions of prior development approvals, which it has received. The associated prior approval of Conceptual Site Plan CSP-07004-01 remains valid until April 1, 2042, pursuant to Section 27-1704(a) of the Zoning Ordinance. Accordingly, this application is being reviewed pursuant to the prior Zoning Ordinance, under which the site was located within the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones. Staff considered the following in reviewing this detailed site plan:

a. The prior Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) and Military Installation Overlay (M-I-O) Zones;

b. Conceptual Site Plan CSP-07004-01;

c. Preliminary Plan of Subdivision 4-08002;

d. Detailed Site Plan DSP-12043, as amended;

e. Detailed Site Plan DSP-13001, as amended;

f. Detailed Site Plan DSP-22042;

g. The 2010 *Prince George's County Landscape Manual*;

h. The 1993 Prince George's Woodland Conservation and Tree Preservation Ordinance;

i. The Prince George's County Tree Canopy Coverage Ordinance;

j. Referral comments; and

k. Community feedback.

FINDINGS

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

1. Request: The detailed site plan (DSP) application is for construction of 276 two-family attached dwelling units and a 139,607-square-foot integrated shopping center for commercial/retail and institutional uses as part of a larger regional urban community.

In addition, the applicant seeks an amendment to Conceptual Site Plan CSP-07004-01, pursuant to Section 27-282(g) of the prior Prince George's County Zoning Ordinance, to: add residential and institutional uses to this development area; reduce the minimum retail square footage; revise Condition 1(a)(3); delete Conditions 2(j) and 31; and revise the circulation network and building layout.

2. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	TAC-E/MIO	M-X-T/M-I-O
Use(s)	Vacant	Two-Family Dwellings, Commercial/Retail, and Institutional
Total Gross Acreage	65.88	65.88
Floodplain Area	9.92	9.92
Net tract Area	55.96	55.96
Parcels	1	2
Commercial/institutional Gross floor area (sq. ft.)	-	139,607
Dwelling Units	-	276

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

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

Notes: *Additional density is allowed, in accordance with Section 27-545(b)(4), Optional method of development, of the prior Zoning Ordinance, for providing 20 or more dwelling units within CSP-07004-01.

**Pursuant to Section 27-548(e) of the prior Zoning Ordinance, the proposed FAR shall be calculated based on the entire property (530.27 acres), as approved with CSP-07004-01. A square footage breakdown of all prior approvals within the CSP is provided on the DSP cover sheet. As a result, the FAR for the overall Westphalia Town Center development, with CSP-07004-01, is approximately 0.03. The FAR, under this DSP amendment, is 0.25.

Parking Spaces

In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for the Prince George's County Planning Board's approval at the time of DSP application. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance.

A parking analysis, dated August 28, 2026, was submitted with this DSP application to determine the parking requirement for the proposed development. The base parking for the entire development was determined to be 983 parking spaces while a total of 1,230 parking spaces are proposed, which conforms to the requirement determined by the methodology described in Section 27-574.

Pursuant to Section 27-574, there is no maximum requirement for residential use. However, Section 27-574(b)(3) of the prior Zoning Ordinance specifically notes that, "[t]he maximum parking allowable for nonresidential uses is 115% of the base requirement for M-X-T properties. Parking spaces within a parking structure shall not be counted in the calculation of the maximum number of parking spaces." The base parking requirement for nonresidential uses in this DSP is 560 parking spaces; 115 percent of the base requirement would bring the allowable amount of parking spaces to 644 spaces. The applicant provides a total of 626 parking spaces for the integrated shopping center.

Staff find the proposed parking spaces to be acceptable, which are for individual two-family units, on-street parking for visitors, recreational facilities, and commercial/retail and institutional spaces.

	Base Requirement per Section 27-574	**Provided**
Two-Family Dwellings (276)	564	552*
On-Street Parking Spaces		52, including 4 van-accessible handicapped
Total for Residential Use		604
Integrated shopping center (Total GFA: 139,607 sf)	560 (Max. 644)	626, including 5 standard and 15 van-accessible handicapped
Total for Nonresidential Use		626**

Notes: *The DSP includes 276 two-family dwelling units, each with a one-car garage and room for one car in the driveway.

**The DSP does not propose any electric-vehicle charging stations. As conditioned herein, the DSP should be revised to show a minimum of four electric-vehicle charging parking spaces within the commercial development area.

Loading Spaces

	Parking Rate per Section 27-582(a)	Requirement	Provided
Integrated Shopping Center	3 spaces less than 100,000 sq. ft. of GFA 1 space for each additional 100,000 sq. ft. of GFA (Total: 139,607 sq. ft.)	4	4
	Total	4	4*

Note: *The submitted DSP shows the size of the three loading spaces is 12 feet by 33 feet, and the size of one loading space is 12 feet by 45 feet.

Bicycle Spaces
The DSP indicates that 20 bike parking spaces are provided and a detail and location for 10 bike racks are shown on the DSP. However, bike racks should be provided at every retail building and at the residential community building. A condition is included herein requiring the plan be revised to show additional bike racks and bicycle parking spaces.

3. **Location:** The subject property is located on the northwest corner of the intersection of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road), in Planning Area 78 and Council District 6. The site consists of 65.88 acres and is within the Town Activity Center-Edge (TAC-E)/Military Installation Overlay (MIO) Zones, however, it is being reviewed under the Mixed Use-Transportation Oriented (M-X-T)/Military Installation Overlay (M-I-O) Zones of the prior Zoning Ordinance. The project is within the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (sector plan), which recommends a mix of commercial, office, employment, and institutional land uses on the subject property.

4. **Surrounding Uses:** The subject property is in the lower southeast area of the larger Westphalia Town Center project. The subject property is bounded to the north by residential uses in the TAC-E/MIO Zones (prior M-X-T/M-I-O Zones); to the south by Pennsylvania Avenue and undeveloped land beyond; to the west by undeveloped land in the TAC-E/MIO Zones (prior M-X-T/M-I-O Zones); and to the east by Woodyard Road and undeveloped land beyond in the TAC-E/MIO Zones (prior M-X-T/M-I-O Zones).

5. **Previous Approvals:** The development history of the subject property is a part of the overall Westphalia Town Center development, which dates back to the early 2000s. A summary of the relevant prior approvals for the subject property is listed below. The subject property was rezoned to the M-X-T Zone from the Light Industrial (I-1), Planned Industrial/Employment Park (I-3), and Residential-Agricultural (R-A) Zones by the sector plan.

CSP-07004 was approved by the Prince George's County District Council on May 21, 2009, with a first revised Order of Approval issued on June 8, 2009, and a second revised Order of Approval issued on September 21, 2009. This CSP was approved for a mixed-use, master-planned, regional urban community for up to 5,000 single-family detached, single-family attached, and multifamily dwelling units; approximately 5,900,000 square feet of commercial retail and office space; and three hotels with up to 600 rooms.

CSP-07004-01 was approved by the District Council on February 24, 2014, to amend CSP-07004 by revising Conditions 15, 16, 24, and 25 regarding the special-purpose DSP, and Conditions 30 and 31 regarding phasing and the restriction on development of attached dwelling units.

CSP-07004-02 was approved by the Planning Board on June 27, 2019 (PGCPB Resolution No. 19-83), but it was subsequently withdrawn.

Preliminary Plan of Subdivision (PPS) 4-08002 was approved by the Planning Board on June 25, 2009 (PGCPB Resolution No. 09-93(A)), for 1,352 lots and 211 parcels to support development of 1,400,000 square feet of retail use, 4,500,000 square feet of office use, 172 detached dwelling units, 1,287 townhouse units, 424 miscellaneous attached dwelling units, and 2,473 multifamily dwelling units. On December 31, 2023, the Planning Board approved a six-year extension of PPS 4-08002, and the new validity period was extended to December 31, 2029.

The property received an automatic certificate of adequacy associated with PPS 4-08002, pursuant to Section 24-4503(a)(1) of the Prince George's County Subdivision Regulations, which became effective April 1, 2022 and is valid for 12 years from that date, subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

Special Purpose Detailed Site Plan, DSP-12043, was approved by the Planning Board on May 2, 2013 (PGCPB Resolution No. 13-51), for the overall Westphalia Center signage and recreation programs and facilities.

DSP-13001 was approved by the District Council on February 24, 2014, for umbrella residential architecture (excluding multifamily buildings) for the overall Westphalia Town Center development.

DSP-22042 was approved by the Planning Board on December 14, 2023 (PGCPB Resolution No. 2023-138), for installation of infrastructure only, for development of future residential and retail uses on two parcels.

6. **Design Features:** The subject property has frontage primarily along Woodyard Road to the south and west, and Melwood Road to the east. Pennsylvania Avenue is located beyond Woodyard Road, on the southern boundary of the site, however, there is no direct frontage or access.

This DSP proposes a mix of 276 two-family attached dwelling units and 139,607 square feet of commercial retail and institutional uses on one large parcel. A second parcel to the north includes an existing stormwater management (SWM) pond and will be conveyed to the homeowners association. Three separate vehicular entrances are proposed from Woodyard Road, and one from Melwood Road. The farthest eastern entrance from Woodyard Road

becomes a main north-south drive aisle through the commercial development area, with sidewalks and tree strips on both sides. An intersecting main east-west drive aisle, with sidewalks and tree strips on both sides, serves to connect the commercial and residential development areas. Proposed SWM ponds are located at the northern and western edge of the development area, adjacent to existing floodplain and stream areas that are to be preserved.

The nonresidential development is concentrated in the southeastern portion of the property. Five pad sites (Buildings J–N) are proposed along the Woodyard Road frontage, four with drive-throughs and each with a separate access drive and parking lot. Building M is shown to be a convenience store and gas station. Buildings A–I are arranged in a U-shape, behind the pad sites, with a large parking lot in the middle, and service areas behind or to the sides of the buildings. Building G, located in the far northeastern corner, is labeled as a potential day care use and has an associated outdoor play area.

The dwelling units are arranged in an L-shape at the western end of the property and accessed via private drives. Each dwelling unit will have a one-car rear-loaded garage and one driveway space behind it. On-street visitor parking spaces are also provided. The residential buildings front onto adjacent public roads, drive aisles, environmental areas, or mews. A community building and tot lot are proposed in the northwest corner of the residential area.

Architecture
One four-story 24-foot-wide architectural model, known as the Harrington I and Wentworth I, with multiple elevation options, is proposed to be used for all two-family attached dwelling units proposed with this DSP. The buildings will be finished with cementitious siding and brick in various earth tones. Asphalt shingles are provided on the gable roofs. Side elevations include multiple windows, and rear elevations feature two separate one-car steel garage doors with windows and decks for each unit. The architecture must be in accordance with the approved Umbrella Architecture DSP-13001 for all of Westphalia Town Center. Therefore, multiple conditions are included herein relative to the amount of brick, door styles, and minimum finished square footage to ensure consistency with approved DSP-13001.

The proposed one-story commercial architecture uses contemporary stylistic elements and high-quality materials, including several colors of brick, manufactured stone veneer masonry, fiber cement siding, aluminum storefront glazing, and split-face concrete masonry units. The colors consist of contrasting neutrals accented with warm grey siding and wood tones. The facades are embellished with brick coursing details, metal canopies, awnings, and decorative wall-mounted lighting. The larger buildings incorporate frequent changes in parapet height, corner tower elements, pilaster projections, and recesses to create pedestrian-friendly and aesthetically pleasing facades.

Recreational Facilities
This DSP includes a 1,100-square-foot, one-story community building, finished in fiber cement siding and brick, with a covered patio area. An adjacent tot lot is shown on the DSP, but is missing details relative to play structures, seating, surfacing, benches, etc. A condition is included herein requiring the plan be revised to show the missing details and to provide details regarding the internal finishings in the community building.

In the approval of PPS 4-08002, Westphalia Town Center was approved to meet mandatory dedication of parkland requirements in Section 24-134 of the prior Subdivision Regulations through the provision of private on-site recreational facilities. CSP-07004-01 required contributions to a "park club," but that was intended for public recreational amenities which will serve all residents of the Westphalia Study Area and does not count towards mandatory dedication of parkland requirements.

The private on-site recreational facilities required by PPS 4-08002 were outlined and described in the approved Special Purpose DSP-12043, which included conditions relative to timing of construction of the facilities throughout the town center. DSP-12043 did not show any recreational facilities in this portion of the town center, as it was not originally planned to have residential uses, as approved with CSP-07004-01. The proposed dwelling units in this DSP will have access to all facilities constructed in other areas of Westphalia Town Center, so the proposed community building and tot lot are in addition to those facilities previously determined to meet adequacy. However, this facility is still important to provide an easily walkable, integrated, recreational space within this portion of the community. Therefore, a timing for construction has been conditioned herein.

Signage

One 8-foot-high masonry monument sign is proposed by the entrance to the residential portion of the development off of Woodyard Road. The easternmost entrance off of Woodyard Road is proposed to have two freestanding signs: a 40-foot-high masonry base multi-tenant sign and a 25-foot-high gas station pylon sign. The remaining vehicular entrance off Woodyard Road and the one entrance off Melwood Road will have an 8-foot-high masonry base monument sign identifying Westphalia Town Center. Eight-foot-high wayfinding signs are proposed in three locations internal to the property, to guide circulation. Staff find the freestanding signage is appropriate, given proposed locations and uses served, in accordance with Section 27-614(e)(1) of the prior Zoning Ordinance.

Building-mounted signage is proposed for all of the commercial buildings at a rate of two square feet per linear foot of building frontage, with one sign per building face and no sign exceeding 200 square feet. All architecture includes defined sign locations and maximum sign areas. Other criteria are outlined on the architecture package relative to lighting, materials, and colors. Final tenant-proposed signage will be required to meet these criteria. Staff find the building-mounted signage to be appropriate, given the locations and proposed uses to be served, in accordance with Section 27-613(f)(1) of the prior Zoning Ordinance.

Lighting

Lighting is provided along all the drive aisles and within the parking lots. All lighting fixtures on-site will be 14 or 20 feet high and feature full cut-off optics. The submitted photometric plan shows adequate lighting is provided for pedestrians and vehicles, with minimum spillover at property lines.

COMPLIANCE WITH EVALUATION CRITERIA

7. Prior Prince George's County Zoning Ordinance: The subject application has been reviewed for compliance with the requirements of the M-X-T and M-I-O Zones, and the site design guidelines of the prior Zoning Ordinance:

a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs uses in all mixed-use zones.

(1) The proposed two-family attached dwelling units, commercial/retail, and institutional uses are permitted in the M-X-T Zone, as shown on the requested amendment to the CSP.

(2) Section 27-547(d) of the prior Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

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

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

The applicable CSP-07004-01, as amended, includes two types of uses to satisfy this regulation. The subject development remains in conformance to the mixed-use requirement of Section 27-547(d), as this DSP includes both retail businesses and dwellings.

b. The DSP is consistent with Section 27-548, Regulations, of the prior Zoning Ordinance. The following discussion is offered:

(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.

Section 27-545(b)(4) states that "additional gross floor area equal to a FAR of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided." The subject DSP application proposes 276 dwelling units. Utilizing the residential optional method, the total FAR permitted is 1.40.

This DSP proposes approximately 0.25 FAR for this property, which is in conformance with this requirement.

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

The DSP satisfies this requirement because it includes more than one building on one parcel.

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

The DSP indicates the location, coverage, and height of all improvements, in accordance with this requirement, which will be the governing regulations for the development.

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

The submitted landscape plans show that the landscaping, screening, and buffering between the proposed uses within the subject property are adequate, with a condition included herein to provide a fence between the residential and commercial development areas. Finding 10 below includes a detailed discussion of the plan's conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

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

The FAR for the proposed development, 722,657 square feet on the 65.88-acre property, is approximately 0.25, which is under the permitted 1.4 FAR. A detailed discussion has been addressed in Finding 2 above.

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

This is not applicable because the proposed development does not have any private structures in the air space above, or in the ground below the surrounding public rights-of-way.

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

This requirement was reviewed at the time of PPS 4-08002, which was approved by the Planning Board on June 4, 2009. Each parcel and lot has frontage on and access to a public right-of-way, or other right-of-way, as authorized, pursuant to prior Subtitle 24 of the Prince George's County Code.

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

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

This is not applicable because this DSP does not include townhouses.

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

This is not applicable because this DSP does not include multifamily buildings.

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

comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

This property was placed in the M-X-T Zone through a sectional map amendment approved after October 1, 2006, for which a comprehensive land use planning study was conducted, prior to initiation. The subject property was the topic of Exhibit 44 of the sector plan, an exhibit of record showing development of the site in a fashion similar to what was approved by CSP-07004-01. This DSP, and companion CSP amendment, propose four to six and one to five-story buildings in locations shown on Exhibit 44, and shows a consistent circulation pattern intended to implement the sector plan recommendations.

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

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

The purposes of the M-X-T Zone, as stated in Section 27-542 of the prior Zoning Ordinance, are as follows:

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

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

The subject DSP is for the fourth phase of a larger project known as Westphalia Town Center, which already includes existing residential uses and planned residential uses. The overall town center will allow for an orderly development of land in the vicinity of three major interchanges along Pennsylvania Avenue. The proposed commercial development will enhance the economic status of the County and provide desirable employment, living, and entertainment opportunities for its citizens.

(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;

This DSP is for commercial and residential uses in a compact and walkable community, which is enhanced by the addition of institutional and recreational uses. As part of a larger regional urban community, this DSP will help to create a compact, mixed use, and walkable town center, including a mix of residential, commercial, recreational, open space, employment, and institutional uses, as anticipated in the approved CSP-07004-01.

(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;

The overall town center plan takes full advantage of the development potential of the site, proposing a mix of various uses that create a viable community. This DSP is the next step in implementing the vision, as approved in CSP-07004-01, and maintained with the requested CSP amendment.

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

This DSP for a mix of residential and nonresidential uses in proximity to one another will facilitate walking and bicycling and will reduce automobile use within the town center. A complete pedestrian system connecting to surrounding destinations is provided. The entire design, with some minor amendments, is consistent with the previously approved CSP for this Fringe area of the development.

(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;

This DSP presents a compact mixed-use development, which will facilitate a 24-hour environment with interactions between residents, workers, and visitors.

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

The larger CSP and this DSP propose an appropriate horizontal mix of land uses, which blend together through use of landscaping, circulation, and other site features.

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

The proposed uses will coexist in a common urban environment, with a distinctive character and identity. This DSP provides buffers and screening to transition between individual uses. The proposed buildings will use architecture that ensures the utilization of various design features to create a distinctive character that will be consistent with future development and can respond to, build on, and further develop the visual identity and character of the town center.

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

The overall development plan will promote optimum land planning through compact development, which will concentrate multiple uses in close proximity to ensure economies of scale and savings in energy. Stormwater will be retained on-site. The public facilities and infrastructure of parking and roadways serve all uses proposed in this project.

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

The overall development plan proposes a variety of dwelling unit types and flexible ranges of commercial and institutional development, which will allow for appropriate responses to the market, promoting economic vitality, and investment. The mix of uses in this DSP includes two-family attached dwelling units and a variety of in-line and freestanding commercial and institutional buildings. In order to maintain flexibility, the applicant requests that minor amendments for future commercial tenants be reviewed and approved by the Prince George's County Planning Director, pursuant to Section 27-289(c) of the prior Zoning Ordinance.

(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.

All residential and nonresidential architecture is provided in this DSP to provide an opportunity to achieve excellence in physical, social, and economic planning. The architectural designs have their own individual character while still relating to the existing and proposed regional urban community around them to create a cohesive community.

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

The subject Westphalia Town Center property was placed in the M X-T Zone through the sector plan. This DSP only covers approximately 65 acres of the Westphalia Town Center property, as included in the CSP, and includes 5 percent of the total approved residential density and the first commercial uses proposed within the regional urban community. The DSP is designed with a commercial shopping center complex in the southeastern corner and residential blocks in the western portion. The site layout and the proposed residential blocks and driveway system are in conformance with the design guidelines and standards intended to implement the previously approved development concept recommended by the sector plan.

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

This DSP is one phase of Westphalia Town Center, which was approved as a planned regional urban community. The proposed development included in this DSP is the first mixed-use section, which is physically integrated with the adjacent existing and planned community via roads and sidewalks. The proposed development helps to create an ultimate cohesive regional urban community, which is both physically and visually united and will catalyze the improvement of the adjacent community.

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

The subject DSP includes a mixture of commercial and residential development that is compatible with existing and proposed development in the vicinity. The proposed commercial uses are located in the southeastern portion of the site, fronting Woodyard Road and Pennsylvania Avenue beyond. The residential development with this DSP is located in the western portion of the site, closest to the existing residential development to the north and west.

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

This DSP contains one portion of the larger mixed-use Westphalia Town Center, which includes residential, commercial, retail, institutional, and office uses. The arrangement and design of the buildings, landscaping, and other improvements, and the provision of public amenities, is consistent with those approved in CSP-07004-01, as requested to be amended herein. This DSP is one step closer to realizing the land use vision of the CSP and will help in creating a unique and cohesive independent town center for the Westphalia area.

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

The Westphalia Town Center project is a multi-stage development for a mixed-use, master-planned, regional urban community. According to the previously approved CSP-07004-01, the Westphalia Town Center will be developed in five phases, and each phase is designed to allow for effective integration of subsequent phases as a self-sufficient entity. This DSP is in the first phase, as shown on the CSP, and is the implementation of the previously approved staging plan, which will allow for effective integration of the subsequent phases.

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

An extensive pedestrian system consisting of master plan trails, bikeways, and sidewalks on all internal streets has been planned for the Westphalia Town Center, as well as the adjacent areas. Approved CSP-07004-01 and PPS 4-08002 included detailed road cross sections that incorporate facilities for pedestrians and bicyclists. The system is connected to all major destinations within the development and is convenient and comprehensively designed. The subject DSP implements this pedestrian system, as previously approved, and provides design of pedestrian crossings, sidewalks, and trails.

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

The DSP proposes a community building and adjacent tot lot that will be a gathering place for the residential portion of the development. However, some details of the design of this area are missing from the site plan and are conditioned herein to be provided, such as seating and bike racks.

Within the commercial portion, the DSP is lacking attention to urban design along the primary building frontages and in central gathering spaces. These areas show concrete surfacing and pole- and building-mounted lighting, but generally do not propose specific landscaping, street furniture, and additional types and textures of materials. Therefore, a condition is included herein requiring the applicant to provide locations and details for amenities within these areas of high pedestrian activity.

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

The subject application is a DSP; therefore, this requirement does not apply.

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

The Transportation Planning section noted that the most recent adequacy finding for the overall M-X-T-zoned site was made in 2009, with PPS 4-08002. An overall trip cap of 6,186 AM peak-hour trips and 8,526 PM peak-hour trip was established, and a secondary trip cap of 1,610 AM and 1,719 PM peak trips. The larger cap represents the maximum amount of development allowed without the need for a new test of transportation adequacy and will not be exceeded with this DSP when added to previously approved DSPs within the total PPS area. The secondary trip cap represents the maximum level of development allowed without the need for any off-site

road improvements. The applicant will be required to fund the transportation improvements required by PPS 4-08002, at the appropriate development stage, in accordance with that approval if the secondary trip cap is exceeded.

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

The subject property is not proposed as a mixed-use planned community.

d. The subject property was approved as part of a regional urban community and is subject to the regulations found in Sections 27-544(c) and (f) of the prior Zoning Ordinance, as follows:

(c) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:

(1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

(2) The limitations on the lot size and lot width requirements in Section 27-548(h) shall not apply.

The property was placed in the M-X-T Zone through a sectional map amendment approved after October 1, 2006, for which a comprehensive land use planning study was conducted, prior to initiation. The design standards for the project were incorporated into the approved CSP for the project, in accordance with Exhibit 44 of the sector plan. The proposed development is consistent with the approved CSP, except as requested to be amended herein.

(f) Regional Urban Community Regulations

(2) In addition to the definition, regulations, and other requirements set forth in Sections 27-107.01, 27-276, and 27-508 of this Code, the following regulations shall apply to a Regional Urban Community in the M-X-T Zone:

(A) The maximum percentage of attached dwelling units, which includes but is not limited to townhouses, two over twos and triplexes, shall be fifty percent (50%) of the total units in the project;

The CSP approval included a total of 5,000 dwelling units for the entirety of Westphalia Town Center, including up to 2,500 townhouses, two over twos, and triplexes. The total attached dwelling units included in the previously approved residential DSPs (DSP-13006, DSP-19009, and DSP-19062) and the subject application is 1,807. This requirement is met.

(B) For Regional Urban Community developments in the M-X-T Zone, the woodland conservation and afforestation thresholds shall be fifteen percent (15%) with no requirement for on-site mitigation. A fee-in-lieu of $0.30 per square foot shall be required.

The use of fee-in-lieu has been superseded by State legislation entitled Natural Resources – State and Local Forest Conservation Funds (HB 272/SB 234) from 2019 relative to fees. The submitted Type 2 tree conservation plan has been found to be in conformance with current applicable legislation, subject to the recommended conditions of approval herein.

(C) Innovative stormwater management techniques may be used upon a finding that the techniques meet the purpose of the M-X-T Zone as set forth in Section 27-541(a)(2), including but not limited to the utilization of stream channel and floodplain enhancement and restoration. Stream restoration may be utilized to meet channel protection and water quality volumes.

An approved Stormwater Management (SWM) Concept Plan (SIT-01374-2025) is included with the subject application that notes stormwater from the proposed development will be treated by current environmental site design practices, including submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities, and underground storage pipes and dry ponds.

(D) No setback shall be required from the 100-year floodplain to the lot line. There shall be a twenty-five (25) foot setback from the building to the 100-year floodplain for residences as a building restriction line as set forth in Section 24-129.

No buildings or dwelling units are located within 25 feet of the 100-year floodplain, as depicted on the DSP.

(E) The maximum number of townhouse dwelling units per building group shall be ten (10). No more than thirty percent (30%) of the building groups shall contain nine (9) to ten (10) dwelling units. All other townhouse building groups shall contain no more than eight (8) dwelling units.

No townhouses are proposed with this DSP; therefore, this requirement is not applicable.

(F) The number of parking spaces required in the core area of the Regional Urban Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. The applicant shall submit the methodology, assumptions, and data used in performing the calculations with the Detailed Site Plan. The number of parking spaces within the core area of the Regional Urban Community shall be calculated based on the procedures described in Sections 27-574(b) and (c).

This DSP is not within the core area of the Regional Urban Community. However, the base parking requirement was calculated by the applicant based on the procedures in Section 27-574(b). Staff recommend, based on the parking study provided, that overall parking needs created by this proposed development will be adequately met with the proposed parking spaces.

(G) End units on townhouse building groups shall be a minimum of twenty (20) feet in width and the minimum building width of a contiguous attached townhouse building group shall be sixteen (16) feet per unit. A variety of townhouse sizes shall be provided, with a minimum gross living space of a townhouse unit shall be 1,500 square feet except that ten percent (10%) of the townhouse units may be reduced to 1,200 square feet.

This requirement is not applicable as no townhouses are proposed with this DSP.

(H) The minimum front setback from any public or private right-of-way may be reduced to seven (7) feet. In the core area, the public maintenance shall be one foot from back-of-curb to one foot to back-of-curb.

The DSP does not propose any private rights-of-way, and all buildings are setback more than seven feet from the public rights-of-way.

e. Section 27-274(a) of the prior Zoning Ordinance provides site design guidelines for a DSP. The applicable design guidelines are described as follows:

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

(i) Parking lots should generally be provided to the rear or sides of structures;

(ii) Parking spaces should be located as near as possible to the uses they serve;

(iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;

(iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and

(v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.

The proposed commercial buildings form a square, and the majority of the parking is provided in the middle of these buildings, behind, or to the sides of the buildings that front on Woodyard Road. The parking is proximate to each building and only requires the crossing of one parking lane for the majority of spaces. All parking compounds are planted in accordance with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). When vehicular and pedestrian circulations overlap, crosswalks are provided to ensure the safety of pedestrians.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:

(i) Loading docks should be oriented toward service roads and away from major streets or public view; and

(ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.

Loading spaces are located behind the commercial buildings and screened from adjacent roads and residential uses with fencing and/or landscaping. The loading spaces are also located away from the on-site vehicular and pedestrian circulation. Accordingly, they are visually unobtrusive and have minimal conflicts with vehicles and pedestrians. The applicant submitted a truck turning exhibit that shows several collision points between the truck and roadway features. The applicant shall submit a corrected fire truck turning exhibit to show no conflicts with roadway features, with necessary adjustments to the design of site features, as required.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;

(ii) Entrance drives should provide adequate space for queuing;

(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;

(iv) Parking areas should be designed to discourage their use as through-access drives;

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;

(vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

The circulation exhibit submitted with the subject application shows that the vehicular and pedestrian circulations within the site are planned and designed to be separated in order to achieve a safe, efficient, and convenient living environment for both pedestrians and drivers.

Crosswalks are provided when both circulations intersect, except some four-way intersections where additional crosswalks are needed, as conditioned herein. Since the subject DSP includes both residential and commercial development, a relatively large-size parking lot is included in the commercial development area. There are three vehicular entrances to the commercial portion of the development that lead to internal drive aisles before reaching the parking areas. This provides a safe transition into the parking lot and minimizes conflict with off-site traffic. The design of the parking lot will discourage use as a through-access drive. The parking lots are designed to separate pedestrian and traffic circulations, except when both intersect, and are equipped with directional signs to support vehicular traffic flows freely within it. The parking lot includes a combination of sidewalks and striped crosswalks for people to safely access the commercial buildings. All proposed drive-throughs are designed with adequate space for queuing lanes.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design's character. To fulfill this goal, the following guidelines should be observed:

(i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;

(ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;

(iii) The pattern of light pooling should be directed on-site;

(iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;

(v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and

(vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.

Lighting for this DSP has been discussed in Finding 6 above, demonstrating adequate illumination for users and for the site in the evening.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The DSP includes sufficient landscape strips along Woodyard Road and Melwood Road, to preserve, create, or emphasize scenic views from public areas. Special attention was given to the latter, which is designated as a historic road. A Section 4.6 buffer is provided in accordance with the Landscape Manual.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

(i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;

(ii) Green area should link major site destinations such as buildings and parking areas;

(iii) Green area should be well-defined and appropriately scaled to meet its intended use;

(iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;

(v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;

(vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and

(vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.

The DSP shows green areas provided throughout the site. These areas are spread relatively equally within the subject property to serve the different uses. The majority of the northern end of the property is covered with regulated environmental features (REF) which will remain preserved as part of the green area on-site.

(B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The REF located on-site includes streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes. Several impacts were approved with the PPS 4-08002 and were identified as A–N. Additional impacts were approved with the prior DSP-22042 for expanded stormdrain outfalls in accordance with an approved SWM Concept Plan (1002-2023-00) and were identified as Impacts R–W.

With this DSP, the expansion of previously approved primary management area Impact R by an additional 371 square feet is proposed. The impact is for the adjustment of a proposed retaining wall and location of a stormdrain outfall to accommodate a sidewalk and landscape strip between the road and the sidewalk. Staff support the additional impact due to technical stormdrain design requirements and the minimal amount of proposed additional impact. Therefore, the REF on the subject property have been preserved and/or restored to the fullest extent possible.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;

(ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(iv) Amenities should be functional and should be constructed of durable, low maintenance materials;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

(vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and

(vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

The submitted plans, including the landscape and lighting plans, demonstrate that the subject DSP is in conformance with this design guideline. As conditioned herein, additional amenities must be provided within the commercial portion of the development and should conform to these guidelines.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

(i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;

(ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;

(iii) Grading and other methods should be considered to buffer incompatible land uses from each other;

(iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and

(v) Drainage devices should be located and designed so as to minimize the view from public areas.

The subject property was rough graded pursuant to prior approvals. The submitted plans show the location of retaining walls and slopes where needed, to provide SWM facilities and protect REF.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

(i) Service areas should be located away from primary roads, when possible;

(ii) Service areas should be located conveniently to all buildings served;

(iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and

(iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.

The submitted plans show that the proposed trash dumpsters are screened with enclosures, and the loading spaces are conveniently located to the buildings served. Conditions are included herein requiring additional screening where needed.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

(i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;

(ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;

(iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;

(iv) Public spaces should be readily accessible to potential users; and

(v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.

The DSP provides multiple public spaces throughout the site, which was discussed in detail in Finding 6 above. These spaces are designed to be accessible to future residents and are interconnected.

(10) Architecture.

(A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

A detailed discussion regarding architecture has been addressed in Finding 6 above.

(11) Townhouses and three-family dwellings.

Townhouses and three-family dwellings are not proposed with this DSP.

f. **Military Installation Overlay (M-I-O) Zone:** The subject property is located within Surface E, Conical Surface (20:1) – Right Runway of the prior M-I-O Zone. Per Section 27-548.54(e)(2) of the prior Zoning Ordinance, the maximum height for structures in this area is 301.3 feet. All proposed architecture demonstrates conformance with this height restriction, as the tallest buildings are 53.25 feet high.

8. Conceptual Site Plan CSP-07004-01: At the time of CSP-07004-01 approval, the Prince George's County Planning Board specifically stated in the resolution (PGCPB Resolution No. 10-59(C)) that CSP-07004-01 supersedes and replaces the previously approved CSP-07004 in its entirety. CSP-07004-01 was approved by the Prince George's County District Council on February 24, 2014, subject to 41 conditions. The applicant is requesting to amend CSP-07004-01, via this DSP, as allowed by Section 27-282(g) of the prior Zoning Ordinance. In this instance, amendments are requested to modify the CSP to:

a. Add residential and institutional (day care) uses to the southeastern corner of the site, labeled as the Melwood Retail Area;

b. Reduce the minimum retail square footage permitted from 900,000 square feet to 139,000 square feet;

c. Revise CSP-07004-01 Condition 1(a)(3);

d. Delete CSP-07004-01 Conditions 2(j) and 31; and

e. Revise circulation network and building layout.

The conditions of CSP-07004-01 applicable to this DSP amendment are listed below, in **bold** text. Staff's analysis of the CSP's conditions follows each one, in plain text:

1. Prior to certificate approval, the following revisions shall be made to the CSP:

a. All appropriate sheets of the CSP shall be revised to show the same proposed ranges of development. These ranges shall be as follows:

(1) 4,000–5,000 total dwelling units

150–200 single-family detached houses

1,650–2,500 attached dwelling units

1,800–3,100 multifamily dwelling units

(2) 500–600 hotel rooms

(3) 900,000–1,400,000 square feet of retail

(4) 2,200,000–4,500,000 square feet of office

These numbers are subject to verification prior to certification of the CSP to ensure that they meet the minimum required land use densities and floor-area ratios established in the Westphalia Sector Plan for the Core, Edge, and Fringe areas.

The DSP demonstrates conformance to the ranges conditioned for residential units, but the applicant requests an amendment to Condition 1(a)(3), to reduce the minimum retail square footage from 900,000 to 139,000 and add institutional uses. Condition 1(a)(3) would be revised to specify a range of 139,000–1,400,000 square feet of retail and institutional uses. This property is located in the Fringe area of the CSP and is proposed to include 139,607 square feet of retail and institutional uses, which would conform with this revised range requirement.

The applicant explains the need for this modification as follows: "Market conditions within the Westphalia area have materially shifted since the original approval in 2009. Despite the passage of more than a decade, there has been limited to no sustained market interest capable of supporting development at the previously envisioned scale of retail intensity. The absence of anchor tenants, changing consumer preferences, and the continued evolution toward ecommerce and service-oriented retail have significantly reduced demand for large-format regional lifestyle retail centers and development in this location."

"Second, the applicant states that the elimination of the planned Metrorail extension along MD 4 by WMATA has fundamentally altered the development context for the Westphalia Town Center. The original minimum retail threshold was premised on a high-density, transit-oriented town center anchored by a regional transit facility. Without that infrastructure, the scale of retail previously contemplated is neither supported by current market demand nor consistent with the revised planning framework. Third, the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) reclassified Westphalia from a Regional Center to a Local Town Center, signaling a clear policy shift toward more modest, context-sensitive development patterns. The requested reduction aligns with this reclassification by facilitating a scale of commercial development that is appropriate for a local-serving town center rather than a regional destination. Finally, the inclusion of an institutional use, like a day care, within the revised development program supports the creation of a balanced, community-oriented environment while responding to identified local needs. These uses, while not strictly retail in nature, contribute to the vitality and functionality of the town center and are consistent with modern mixed-use development practices."

"In light of these considerations, maintaining the previously approved minimum of 900,000 square feet of retail is no longer feasible and would serve as a barrier to development. The requested reduction is therefore necessary to enable a viable, market-supported project that advances the County's current planning objectives and facilitates long-awaited development on the Subject Property."

Staff agree that Plan 2035 did downgrade Westphalia to a Local Town Center, from a Regional Center, due to the changes in proposed improvements in this area. It

should be noted that the DSP is located within the Fringe area of the Town Center and was intended for supportive development for the Core and Edge areas. Reducing the minimum amount of retail use square footage and adding institutional uses is appropriate given this context to create a cohesive district with supportive retail and institutional uses within walking distance of residential uses. Staff recommend approval of the revision to Condition 1(a)(3) to reduce the minimum retail square footage from 900,000 to 139,000 and add institutional uses.

2. Prior to certificate approval, the following revisions shall be made to the CSP plan text. Where available, the specific pages of the proposed CSP text to which the revision applies are provided in parentheses.

j. No drive-through services are permitted within Westphalia Center.

The applicant has requested the deletion of this condition with this DSP to allow flexibility in responding to market conditions and evolving tenant demands. In their statement of justification (SOJ), the applicant further discusses the current need for retail tenants to have drive-throughs based on post-COVID consumer behavior and a continued prohibition would significantly constrain the applicant's ability to attract viable tenants.

The CSP finding relative to this condition discusses allowing for drive-throughs "in the Fringe and Edge along urban residential roads and internal circulation roads, provided that they are not visible from "Major Urban Roads" and will not be detrimental to the public health, safety, and welfare."

The DSP includes property within the Fringe area and proposes drive-throughs with four of the five commercial buildings fronting Woodyard Road. All drive-throughs are accessed from the main internal east-west drive aisle, which will minimize functional impacts on pedestrians and vehicles along Woodyard Road. In addition, the closest drive-through lane is setback more than 45 feet from the public right-of-way, sits at least 4 feet below the road elevation, and a Section 4.2 landscape strip is provided along the road frontage. This configuration of access, setback, landscaping and elevation change will minimize the visibility from the main road and impacts on vehicular circulation. Given the proposed drive-through design and shifting retail market demands, staff recommend approval of the deletion of Condition 2j.

10. No woodland conservation shall be proposed on dedicated parkland, unless written authorization from the Department of Parks and Recreation has been provided prior to Planning Board approval of the associated TCP.

No woodland conservation has been shown on any dedicated parkland in this DSP.

15. Prior to approval of a detailed site plan for specific buildings for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the applicants of the Moore Property and the balance of Westphalia Center, separately, shall obtain approval of a special-purpose detailed site

plan to establish regulating standards for signage and to identify appropriate locations for transit stops in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show site plan details of the public open spaces and establish a timing plan for the improvement of these public spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition shall be construed such that the Moore Property may proceed prior to the entire Westphalia Center. However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time.

Special Purpose DSP-12043 was approved for the balance of Westphalia Center, currently known as Westphalia Town Center, which covers the subject site of this DSP.

17. **Prior to acceptance of each detailed site plan, the package shall include a description of the use of green building techniques and alternative energy sources for the development throughout the site. At least three green building techniques shall be used in each development area of the site as identified on the CSP.**

In their SOJ, the applicant lists the following proposed green building measures in conformance with this condition:

- At least 25 percent of the retail buildings are oriented on an east-west axis for maximum solar exposure.
- Environmental site design (ESD) is used to meet SWM requirements of the Prince George's County Code, including grass buffers and swales.
- Landscaped areas are limited to max 40 percent turf grass.
- High SRI roof materials will be used to mitigate heat island effect.
- BUG rated light fixtures will be selected to reduce glare and light pollution.
- Building materials will include reduced impact materials such as recycled, regional or biobased materials, or materials that have an Environmental Product Declaration.

18. Each detailed site plan shall demonstrate conformance to landscaping standards. In general, development on the site shall be subject to the standards of Section 4.8 of the Landscape Manual, in addition to the following standards:

a. Single-family detached lots larger than 9,500 square feet shall provide at least one shade tree and one ornamental or evergreen tree on the lot.

b. Required landscaping for attached dwelling units shall be provided on the individual lots or common open space directly associated with the attached dwellings. Plantings within public or private open spaces shall only be counted towards the requirements where those spaces are located adjacent to the attached dwellings and are easily accessible to residents.

c. Surface parking lots larger than five parking spaces shall be subject to the landscaping standards of Section 4.3 of the Landscape Manual.

d. In general, uses within the town center shall not be buffered from each other. However, buffering of highly incompatible adjacent uses may be deemed necessary at the time of detailed site plan review.

The DSP demonstrates conformance with Section 4.8 of the Landscape Manual, as discussed in Finding 13 below. Required landscaping for the attached dwelling units is provided on the common open space directly associated with the attached dwellings. All surface parking lots demonstrate conformance with Section 4.3 of the Landscape Manual. Buffering is provided between the residential uses and service areas of the commercial buildings. No single-family detached lots are proposed.

19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on HOA open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and proper siting prior to approval of the detailed site plan by the Planning Board.

This DSP proposes one private recreational facility area for the proposed two-family attached dwelling units. A community building and adjacent tot lot are proposed in the northwest corner of the site adjacent to the dwelling units and woodland preservation areas. The DSP is missing some details relative to the specifics of the facilities and is conditioned to be revised to include these. With these modifications, the proposed facility will be acceptable.

Residents of the development will also have access to the recreational amenities approved with Westphalia Town Center – East (DSP-19009) and Westphalia Town Center – North (DSP-19062). These amenities include community buildings, pools, playgrounds, walking trails, a dog park, and sitting areas. Residents will also have access to any future amenities planned for Westphalia Town Center -West.

20. At the time of detailed site plan approval, the applicant shall demonstrate to the Planning Board that on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement (RFA), or other appropriate means and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.

Covenants and recreational facility agreements have been recorded for Westphalia Town Center previously and will have to be revised per the facilities proposed herein.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

The DSP includes a comprehensive pedestrian network that includes 5- to 8-foot-wide sidewalks, crosswalks, and Americans with Disabilities Act (ADA) compliant ramps. A raised, mountable island is included at one of the Woodyard Road entrances for traffic calming. Additional crosswalks are required as conditioned herein.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the applicable special-purpose detailed site plan.

The Special Purpose DSP-12043 includes a detailed analysis for conformance to this requirement. Two of the conditioned community buildings have already been approved in Westphalia Town Center – East (DSP-19009) and Westphalia Town Center – North (DSP-19062) and the third is to be constructed within the Moore Property. A small community building is proposed with this DSP; however, it is not one of the three buildings identified in this condition. The size and location of the building is identified, but no timing was proposed so a condition for this is included herein.

31. The phasing of residential and commercial uses shall be determined with approval of the conceptual site plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and the relevant special-purpose DSP.

The Planning Board, in subdivision review for any proposed residential construction on the subject property, shall include all relevant issues, including without limitation, public facilities adequacy and master plan conformance, as they concern the entire Westphalia Center property and project, not just the issues arising at the site for that subdivision.

The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements.

a. **The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these minimums provided adequate transportation capacity will exist for that development.**

b. **Attached dwelling units shall be limited to 50 percent of the total dwelling units on the Westphalia Center site as a whole, including the Moore Property. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in the attached units cumulatively exceeding 50 percent of the total of all dwelling units for which permits have been issued for the Moore Property and the balance of the Westphalia Center property. Up to 100 percent of the building permits for attached dwelling units may be issued for development on the Moore property if it is in compliance with all other requirements.**

c. **Prior to issuance of permits for the 1,400th dwelling unit on the balance of the Westphalia Center property, excluding the Moore Property, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core area. Permits for development on the Moore Property may be issued prior to any commercial development in the central Core Area.**

d. **Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,000 square feet of office space shall be constructed in the Core area.**

e. **Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core area.**

f. **Prior to issuance of permits for the 500,000 square feet of retail development, 250,000 square feet of office shall be constructed.**

g. **Prior to issuance of permits for the 750,000 square feet of retail development, 500,000 square feet of office space shall be constructed.**

h. **No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.**

i. **A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall**

also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.

With this DSP, the applicant has requested deletion of this entire condition. In their SOJ, the applicant provided the following summarized discussion regarding this request:

As previously discussed, the minimum retail and office thresholds established under the CSP were predicated on development and market assumptions that are no longer applicable or viable, including the presence of a Metrorail terminus and the designation of Westphalia as a Regional Center. The proposed development will maintain a balanced mix of uses and adequate supporting infrastructure as envisioned by this condition. A traffic generation memorandum has been submitted in support of this application and demonstrates that the proposed development can be accommodated within the available transportation capacity. Coordinated phasing of residential and commercial uses will be maintained, while removing an impediment that would otherwise preclude development from proceeding.

Staff agree that development assumptions for this property and market conditions, including the Great Recession and the COVID pandemic, have significantly changed since this condition was originally adopted. In addition, conditions like this have been difficult to implement as it does not allow for a flexible response to the market in accordance with the purposes of the M-X-T Zone. Therefore, staff recommend the deletion of this condition in its entirety.

36. Where there is a mixture of products and/or lot sizes, alleys shall not be required to be aligned, unless determined otherwise by DPW&T at the detailed site plan stage.

A mixture of product types is not proposed with this DSP.

9. Preliminary Plan of Subdivision 4-08002: Preliminary Plan of Subdivision (PPS) 4-08002 for Westphalia Center, was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)) with 54 conditions. The conditions applicable to, and affected by, this DSP amendment are listed below, in **bold** text. Staff's analysis of the PPS conditions follows each one, in plain text:

2. A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No permits will be issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

A Type 2 Tree Conservation Plan (TCP2) was submitted for review with this DSP and is limited to the same boundaries as the DSP.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 44782-2007-00 and any subsequent revisions.

An approved SWM Concept Letter and Plan (SIT-01374-2025) was submitted with the subject application, which shows that ESD was satisfied using on-site facilities and credit from stream restoration from prior site approvals (SDCP No. 3539-2013-01). The concept plan was approved on March 30, 2026. This concept is a different application number as it is specific to this portion of the overall Westphalia Town Center property, which was the subject of 44782-2007-00.

4. At the time of final plat, the applicant shall dedicate a public utility easement as approved on the detailed site plan along the public rights-of-way.

The DSP proposes a public utility easement (PUE) along a portion of the property's frontage on the existing public rights-of-way. PUEs are shown along most of the property's western and southern frontages on Woodyard Road, but are missing near the intersection of Woodyard Road and Melwood Road, and along the frontage on Melwood Road. There are no additional public rights-of-way proposed with this DSP. The DSP shall be revised to provide and clearly label the required PUEs along all public rights-of-way. The dedication of the PUEs will be required at the time of final plat in accordance with this condition.

5. At the time of final plat, the applicant shall dedicate rights of way consistent with the approved preliminary plan of subdivision.

Parcel 31 and Parcel W2 were approved on the PPS as singular parcels flanked by public rights-of-way which have been shown on the DSP. No additional public right-of-way dedication is proposed with this DSP. The proposed circulation within the subject property (Parcel 31) is via internal drive aisles. The DSP, however, labels the drive aisles as private roads. Private roads were not evaluated with the approved PPS nor are they designed in accordance with prior Subtitle 24 of the Prince George's County Code. The private road labeling should be removed as conditioned herein.

7. Prior to approval of each detailed site plan, the public utility companies shall provide comments to ensure adequate area exists to provide proper siting and screening of the required utilities, and to provide for direct bury utilities where feasible. Review shall include, but may not be limited to the following:

a. Coordination with other utility companies to use one side of the street for Potomac Electric and Power Company (PEPCO) use only. If this is not possible Verizon may ask for two feet or so of additional space on the public utility easement (PUE) for FIOS cables making some of the PUEs to be 12 feet wide in some areas. The main transmission line may require up to a 15-foot-wide PUE.

b. Private roads shall have a five to seven-foot-wide utility easement (UE). (The current plan shows seven-foot-wide UEs, but at the time of detailed site plan continued coordination with utility companies will establish the ultimate UE locations and sizes). Gas service shall be provided in the alley as shown on the utility sketch plan.

c. At the time of detailed site plan, coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.

d. Unless modified by a, b, or c above, a ten-foot PUE shall be provided along public roads and master-plan roads.

The DSP was referred to the public utility companies, but no response was received. The applicant continues to work with the various companies to ensure adequate easements are provided. The DSP proposes 10-foot-wide PUEs along most of the property's western and southern frontage with Woodyard Road, but are missing near the intersection of Woodyard Road and Melwood Road, and along the eastern frontage with Melwood Road. A minimum 10-foot-wide PUE is required to be provided in conformance with Section 24-122 of the prior Subdivision Regulations, and is conditioned herein to be provided.

9. The applicant shall make a monetary contribution into a "park club." The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars. The applicant may make a contribution to the park club or provide an equivalent amount of in-kind services for the construction of the recreational facilities in the central park. Monetary contributions may be used for construction, operation, and maintenance of the recreational facilities in the central park and/or other recreational amenities that will serve the Westphalia Study Area. The park club shall be established and administered by the Department of Parks and Recreation. The choice between a monetary contribution and the provision of in-kind services shall be at the sole discretion of the Department of Parks and Recreation. The value of in-kind services shall be reviewed and approved by DPR staff. DPR decisions regarding choice of contributions and the value of in-kind services are appealable to the Planning Board. Or as modified by any subsequent revisions to CSP-07004.

The Westphalia Park Club agreement was previously established in accordance with this condition (Liber 36150 folio 201) and is binding on owners/developers of the land subject to CSP-07004 and PPS 4-08002, which includes this property. This development will be required to participate in accordance with the recorded agreement prior to the issuance of building permits for dwelling units.

11. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package. Or as modified by any subsequent revisions to CSP-07004.

The DSP proposes one community building with and adjacent a tot lot. These facilities were not part of the package proposed with the special purpose DSP. Residents of the development will also have access to the recreational amenities approved with Westphalia Town Center–East (DSP-19009) and Westphalia Town Center–North (DSP-19062). These amenities include community buildings, pools,

playgrounds, walking trails, a dog park, and sitting areas. Residents will also have access to any future recreational amenities planned for Westphalia Town Center-West.

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, with triggers for construction to be determined with the special purpose detailed site plan:

a. Construct the master-plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the extent practical and will cross the Westphalia Center, Moore Property, and Smith Property applications.

The Special Purpose DSP-12043 approved for the site addresses the requirement for construction of the Cabin Branch trail, including timing for construction. This condition does not apply to this DSP because the property is not adjacent to Cabin Branch, which is on the western side of Westphalia Town Center.

b. Construct the master plan trail along the subject site's entire segment of Back Branch on the alignment proposed by the applicant on the Trail Alignment Exhibit. The stream valley trail shall be completed in phase with the completion of the associated proposed roadways and the stormwater management pond. If some or all of Private Road QQ is eliminated (per discussion with the applicant and EPS), the master plan trail shall still be constructed on or near the same alignment as envisioned in the sector plan.

The Special Purpose DSP-12043 was approved for the overall Westphalia Town Center development and addressed the requirement for construction of the Back Branch trail, including the timing for its construction. The Back Branch trail is supposed to run through this portion of the property, but is not depicted on the submitted application materials. The applicant must revise the plans to show this trail alignment and/or coordinate with the Prince George's County Department of Parks and Recreation (DPR) to meet the requirements of this condition.

c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of DSP.

The trail north of MC-634 and A-66 (Presidential Parkway) referenced in this subcondition is north of the subject site; therefore, this condition does not apply to this DSP.

d. Pedestrian safety features, traffic calming, and pedestrian amenities will be evaluated at the time of each DSP.

The DSP includes a comprehensive pedestrian network that includes 5- to 8-foot-wide sidewalks, crosswalks, and ADA-compliant ramps. A raised, mountable island is included at one of the Woodyard Road entrances for traffic calming. Additional crosswalks are required as conditioned herein.

e. The approved Westphalia sector plan recommends that Melwood Road be designated as a Class III bikeway with appropriate signage. Because Melwood Road is a County right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $1,260 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. Any appropriate safety improvements necessary along this County OP minimal maintenance road will be determined by DPW&T and should accommodate bicycle movement.

The aforementioned fee was required to be paid prior to the issuance of the first building permit within the Westphalia Town Center, which has already happened.

k. Provide minimum sidewalks of six feet along both sides of MC-632 as approved on the street sections for CSP-07004.

The site plan shows an existing 8-foot-wide sidewalk along this property's frontage on MC-632 (Woodyard Road).

m. Standard sidewalks shall be provided along both sides of all internal roads (excluding alleys), unless modified by DPW&T.

This development does not have any proposed roads or alleys, only drive aisles accessing the various buildings and parking areas. However, standard sidewalks are provided along both sides of all of the main internal drive aisles, except for a portion of the northern frontage of the main east-west drive aisle to the northwest of Retail Building J. The applicant provided an exhibit showing the provision of the missing sidewalk connection with a landscape strip. A condition is included herein requiring the applicant to revise the site plan to provide the sidewalk connection.

n. Each DSP shall be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

This application was referred to the Washington Suburban Sanitary Commission (WSSC), but the specified stream valley trail alignment is the Cabin Branch trail, which is not part of this DSP.

o. Each DSP shall identify the limits of the public use easements to ensure that the easements are reflected on the final plat(s).

No public use easements are proposed within the bounds of the subject DSP.

23. All detailed site plans which include property abutting Pennsylvania Avenue (MD 4) except the Special Purpose DSP, shall provide a landscape buffer with a minimum width of 20 feet and an average width of 40 feet wide, using native plants with a planting density equivalent to those found in the Landscape Manual for similar bufferyards along the ultimate right-of-way of MD 4.

Woodyard Road abuts the subject property to the south, and MD 4 (Pennsylvania Avenue) is located beyond Woodyard Road. Therefore, no landscape buffer is required on this property.

24. Prior to approval of a detailed site plan located in the Fringe area or south of Presidential Parkway, the architecture of buildings which are adjacent to and visible from Pennsylvania Avenue (MD 4) shall be evaluated with regard to scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships along this gateway corridor.

This DSP is located in the Fringe area south of Presidential Parkway, adjacent to Pennsylvania Avenue. The residential architectural models to be used in this DSP are designed in accordance with the architectural guidelines established under the approved Umbrella Architecture Detailed Site Plan, DSP-13001.

Separate architectural elevations have been provided for the commercial/nonresidential buildings. The elevations feature differences in roof forms and parapet heights, recesses and projections in the wall plane, and a variety of metal canopies and awnings. Distinct changes in texture and color of wall surfaces, including brick, metal panels, and fiber cement siding, are shown throughout the elevations. This combination will promote harmony in the visual relationships.

25. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI shall be revised to limit the number of access points along the western side of Melwood Road into the commercial shopping center to one point located approximately 900 feet north of MD 4, unless otherwise determined through the detailed site plan process.

The approved PPS 4-08002 shows the location of one access driveway to Melwood Road from Parcel 31. The center of this access driveway was approved to be 950 feet from the centerline of northbound Pennsylvania Avenue. The DSP proposes one private drive access connecting to Melwood Road, the centerline of which is approximately 840 feet from the centerline of Pennsylvania Avenue, in conformance with this condition.

26. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from Public Road O to 500 feet north of Public Road O (approximately 900 feet north of MD 4) shall address the following:

a. The conservation of historic Melwood Road by providing a transitional landscape buffer along the western frontage of the road. The landscape buffer shall begin with a width of 10 feet at the southern end, and expanding to a width of 30 feet, subject to the provision of plant units equivalent to those for similar width bufferyards as indicated in the Landscape Manual. Existing trees shall be preserved to the greatest extent possible, and supplemental planting shall be with native plant species; and

The applicant provided a landscape plan with this application. The landscape plan proposes a 30-foot-wide bufferyard along the property line fronting Melwood Road. However, some technical revisions are needed on the landscape plan as conditioned herein.

b. Establish a building restriction line 50 feet from the property boundary fronting on Melwood Road to encourage development to be set well back from the historic road.

The DSP provides a 50-foot-wide dimension for a building restriction line from the property boundary along Melwood Road.

27. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from approximately 500 feet north of Public Road O (900 feet north of MD 4) to Westphalia Road shall address the conservation of historic Melwood Road as an integral part of the community's trail and greenway network and address the following concerns:

a. Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads, and provide for the necessary road improvements without compromising the valuable contribution to community character Melwood Road provides:

b. Discourage entrance features and signs at the one recommended entrance onto Melwood Road.

The applicant proposes one access along Melwood Road, and no road improvements are proposed. One 8-foot-high, 50-square-foot monument sign that states "Westphalia Town Center" is proposed perpendicular to Melwood Road at this access point. Staff find the design of the sign to be high-quality and the size to be minimal in nature, with no signs for individual tenants, so as to not compromise the character of Melwood Road.

33. With the submittal of each detailed site plan, other than the special-purpose DSP, design scenarios may be submitted and evaluated for the final design for the use of the land in the areas surrounding proposed Impacts A through D. The Planning Board shall evaluate the proposed scenarios to determine the design that results in the preservation of the regulated areas to the fullest extent possible.

Impacts A through D are not located in or near this DSP.

37. Prior to signature approval of the preliminary plan, the following note shall be placed under the worksheet on the TCPI:

> **"The use of fee-in-lieu to meet the off-site woodland conservation requirement was approved by the District Council. Other methods of meeting the woodland conservation threshold on-site may be explored during the preparation and review of the TCPII. Every attempt shall be made to meet the threshold on-site using street trees, trees in bioretention areas, preservation of woodland in the PMA outside the 100-year floodplain, and other allowable methods. If, during the review of the TCPII, the threshold cannot be met completely on-site, the remainder of the requirement shall be met using fee-in-lieu. Prior to signature approval of the DSP, a recipient of the fee-in-lieu funds shall be identified."**

This condition was generated in response to Prince George's County Council Bill CB-29-2008 which allowed for the use of fee-in-lieu, just as any site is allowed to use fee-in-lieu, after exhausting all other woodland conservation options, as required by the Woodland Conservation Ordinance. The current TCP2 associated with this DSP is a phase within the larger Westphalia Town Center and each phase must meet its own requirement.

The TCP2 as submitted shows a woodland conservation worksheet on the cover sheet using the "Single Lot – Prior TCP Approval" calculations. Because the proposed development is a phase within a larger project, the "Standard Worksheet" should be used to calculate the requirements of this individual phase related to DSP-2026-0013. The numbers from the standard worksheet must then be reflected as a phase in the "Phased Worksheet" which is shown on the detail sheet of the TCP2.

The threshold for this phase related to DSP-2026-0013 is 15 percent of the net tract, or 8.39 acres. Based on the woodland conservation summary tables shown on the TCP2, the applicant is proposing 3.95 acres of preservation and 3.90 acres of reforestation, for a total of 7.85 acres.

The sector plan calls for a dense town center and the grading necessary to provide cohesive design limits the opportunities for on-site woodland conservation. The applicant is proposing to provide a majority of the threshold for this phase related to DSP-2026-0013 within its phase. In accordance with this condition, the applicant may choose to meet the remainder of the woodland conservation requirements for this phase with fee-in-lieu, provided a recipient of the fee-in-lieu funds is identified prior to certification of the DSP. Alternatively, the applicant may choose to meet the remainder of the woodland conservation requirement off-site.

39. Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are

determined to remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.

All specimen trees are identified on the submitted TCP2, and none are proposed for removal with this DSP.

42. Total development within the subject property shall be limited to uses which generate no more than 6,816 AM peak hour trips, and 8,526 PM peak hour trips, in consideration of the approved trip rates and the approved methodologies for computing pass by and internal trip capture rates. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

The DSP proposes the development of 276 two-over-two units, a 24,000-square-foot supermarket, and a 116,340-square-foot shopping plaza. The proposed use mix generates 1,488 AM peak-hour trips and 1,778 PM peak-hour trips when added to previously approved DSPs within the area of PPS 4-08002. This condition is met as the trip cap of 6,816 AM peak-hour trips and 8,526 PM peak-hour trips is not exceeded.

43. A traffic phasing analysis will be submitted and reviewed during the processing of the detailed site plan for each phase. This traffic phasing analysis will define the improvements required for Phase 1A, 1B, IC, 2A, 2B, 2B, 2C, 2D, 3A, 3B, and Phase 5. These above-mentioned traffic conditions will be modified to adjust the timing trigger and extent of these improvements for each phase. This phasing analysis will not exceed the 6,186 AM peak-hour trips, and 8,526 PM peak-hour trip cap, unless a new preliminary plan of subdivision is processed.

The development proposed in this DSP is consistent with that evaluated with PPS 4-08002. The applicant's submitted traffic memo includes a sheet detailing the number of trips generated per project phase. Staff are tracking this condition with each development application.

47. Prior to the issuance of any building permits within the subject property for uses generating peak hour trips in excess of 1,610 AM and 1,719 PM, the applicant and the applicant's heirs, successors and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak hour trip x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2008).

48. Prior to the issuance of any building permits within the subject property for uses generating peak hour trips in excess of 1,610 AM and 1,719 PM, 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:…

The applicant's submitted traffic memo details the proposed land uses and generated peak hour trips. The development in this DSP will be subject to the requirements of these two conditions at the time of building permits, if the peak hour trips are exceeded.

49. Direct vehicular access to historic Melwood Road shall be limited to one access point within the Fringe, and shall be located to the south to the greatest extent possible. Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC-632, including traffic calming devices, shall be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by the Department of Public Works and Transportation.

The DSP proposes one access along Melwood Road, located approximately 830 feet north of the intersection of Woodyard Road and Melwood Road, across from the existing unimproved dedicated right-of-way of Old Marlboro Pike Extended.

MC-632, as shown on the PPS, is now existing Woodyard Road. The intersection of Woodyard Road and Pennsylvania Avenue has been fully improved and constructed in coordination with the Prince George's County Department of Public Works and Transportation and the Maryland State Highway Administration.

52. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

No alternative method of fire suppression has been identified. Therefore, the requirements of this condition should be noted on the site plan as conditioned herein.

54. At the time of each detailed site plan review, except the special purpose detailed site plan the applicant shall:

a. Integrate the proposed commercial development located on residential and recreational parcels within the Edge with the residential and recreational uses in a mixed-use arrangement.

This DSP does not involve property within the Edge of the Westphalia Town Center. However, the proposed commercial and residential development have been integrated with combined vehicular and pedestrian circulation.

b. Provide a parking study for each block group of the site so as to ensure an adequate provision and distribution of parking (including handicapped-accessible parking) across the site.

A parking study was submitted with this DSP demonstrating that an adequate amount of parking is provided for this development. One garage and one driveway space are provided for each dwelling unit, plus on-street visitor parking within the residential portion of the site. Parking is also distributed adequately adjacent to all of the commercial buildings.

c. Minimized to the fullest extent possible the direct vehicular access from lots and parcels onto master-planned roads.

Woodyard Road is the only adjacent master-planned road, and three direct vehicular access points are proposed on it, two within the commercial area and one within the residential area. Two of these entrances were always planned and are constructed already. The third is a right-in/right-out only and will have minimal impact on the master-planned road.

10. Special Purpose Detailed Site Plan DSP-12043: The Planning Board approved Special Purpose DSP-12043 on May 2, 2013 (PGCPB Resolution No. 13-51), with seven conditions. DSP-12043-01 was approved by the Planning Board September 17, 2020 (PGCPB Resolution No. 2020-136), subject to two conditions, relative to the timing for the community center in Open Space 2 and to modify the timing for the dedication of the school site. The conditions related to building permits will be enforced at that time. The conditions from DSP-12043 relevant to the review of this DSP warrant discussion, as follows:

6. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following phasing for the sidewalk, bikeway, and trail facilities:

a. All standard and wide sidewalks and designated bike lanes that are included in the Trails Exhibit shall be completed concurrently with the road construction.

b. The segments of the Back Branch Trail that are along proposed roadways shall be completed concurrently with the road construction.

c. The remainder of the Back Branch Trail east of MC-632 shall be completed prior to issuance of the last building permit for Phase 1.

d. The portion of the Back Branch Trail west of MC-632 shall be completed prior to issuance of the last building permit for Phase 3.

e. The Cabin Branch Trail shall be completed prior to the issuance of the second building permit east of MC-637 for Phase 5.

f. The fee for the bikeway signage along Melwood Road shall be paid prior to issuance of the first building permit for Phase 1.

g. The fee for the bikeway signage along C-636 shall be paid prior to issuance of the first building permit for Phase 1.

h. The trail around the southern stormwater management pond shall be completed prior to the final building permit for Phase 1.

i. The trail around the northern stormwater management pond shall be completed prior to issuance of the last building permit for that section.

This DSP lies within Phase 1 of DSP-12043. The remainder of Phase 1 includes two stormwater management (SWM) ponds and the center part of the development north of Presidential Parkway that was approved and fully constructed pursuant to DSP-13006. No road construction is proposed with this DSP. Therefore, subconditions 6a., 6b., 6d., 6e., 6f., 6g., and 6i. do not apply to this DSP.

Relative to the remaining subconditions 6c. and 6h., the applicant will have to demonstrate that the specified trails have been completed prior to the final building permit within the DSP, as conditioned herein.

11. Umbrella Detailed Site Plan for Residential Architecture DSP-13001: The umbrella DSP for residential architecture includes different architectural models with varied frontage widths. The umbrella DSP for residential architecture was approved by the District Council on February 24, 2014, subject to five conditions. A condition relevant to this DSP is listed below, in **bold** text. Staff's analysis of the DSP's condition follows, in plain text:

1. Prior to certification of this detailed site plan (DSP), the applicant shall:

c. Provide site plan notes to be added on this DSP as follows:

iv. "Minimum finished footage for townhouse models is 1,200 square feet, for two-over-two models is 1,350 square feet, and for single-family detached models is 2,400 square feet."

v. "A minimum of three architectural elevations shall be used in each block that includes more than 20 dwelling units."

vi. "No more than 50 percent of the units in any given townhouse or two-over-two building stick may be units containing the minimum finished square footage for that unit type."

Insufficient information was provided to ensure conformance to these requirements for the two-family attached dwelling units. Therefore, conditions are included herein requiring additional information prior to certification of the DSP.

Additional conditions have been added in order to ensure the proposed residential architecture is consistent with that approved in DSP-13001.

12. Detailed Site Plan DSP-22042: DSP-22042, for infrastructure only, including grading, utility, and street layout, was approved by the Planning Board on December 14, 2023 (PGCPB Resolution No. 2023-138), subject to three conditions. A condition relevant to this DSP is listed below, in **bold** text. Staff's analysis of the DSP's condition follows, in plain text:

3. At the time of subsequent detailed site plans, the applicant and the applicant's heirs, successors, and/or assignees shall provide an exhibit detailing the following:

a. Pedestrian safety features, traffic calming, and pedestrian amenities.

The DSP includes a comprehensive pedestrian network that includes 5- to 8-foot-wide sidewalks, crosswalks, and ADA-compliant ramps. A raised, mountable island is included at one of the Woodyard Road entrances for traffic calming. Additional crosswalks are required as conditioned herein.

b. A minimum width of 5-foot-wide sidewalks throughout the site.

The DSP proposes a 5-foot-wide sidewalk network throughout the site, in addition to an 8-foot-wide sidewalk along the retail corridor of the site.

c. The limits and details of any portion of the Back Branch Trail that impacts the site.

The Back Branch Trail is not depicted on submitted plan sheets. Both the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (sector plan) designate a trail from the Western Branch to the Westphalia Town Center. The shared-use path connecting the Westphalia Town Center to the Cabin Branch Trail is already partially constructed through the Marlboro Ridge development to the east. The applicant must revise submitted materials and coordinate with DPR relative to the trail, as conditioned herein.

d. Short-term bicycle parking throughout the site.

Ten bicycle racks are located proximate to the entrance of a couple commercial sites. However, many commercial buildings have no bicycle parking spaces. Therefore, a condition is included herein requiring the plans to be revised.

13. 2010 Prince George's County Landscape Manual: This DSP is subject to the requirements of Section 4.8, Landscape Requirements in a Regional Urban Community, of the Landscape Manual. According to Section 4.8, the landscape requirements for a regional urban community shall be determined at the time of CSP, pursuant to Section 27-544 of the prior Zoning Ordinance.

The landscaping requirements were established in Condition 18 of CSP-07004-01, of which subconditions 18b, 18c, and 18d are applicable to this review.

Per Section 4.8, for two-family dwellings, a minimum total of one shade tree and one ornamental or evergreen tree per every two units shall be provided. These trees may be planted either on individual lots, or on public or private open space. This DSP includes 276 two-family dwelling units; therefore, a total of 138 shade trees and 138 ornamental or evergreen trees are required. The schedule on the landscape plan indicates 276 shade trees

and 207 ornamental trees are provided to meet this requirement. A condition has been included herein to revise the landscape table to reflect the requirements of Section 4.8.

In addition, this DSP also demonstrates conformance to the requirements of Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets (along Melwood Road); and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The DSP includes schedules for Section 4.10, Street Trees Along Private Streets, however, no private streets are proposed and these schedules should be removed as conditioned herein.

14. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO): This DSP is subject to the 1993 WCO, in accordance with Section 25-119(g)(3) and (4) of the WCO, because the application has a previously approved and implemented tree conservation plan and the proposal meets the requirements of a minor revision in accordance with Section 25-119(c)(4)(A) of the WCO. The application is subject to the Environmental Technical Manual. TCP2-2026-0060 was submitted with the DSP and requires revisions to be found in conformance with the WCO. Technical revisions to the TCP2 and calculations are required and included in the conditions herein.

15. Prince George's County Tree Canopy Coverage Ordinance: The subject site is located within the Westphalia Town Center development, in the Town Activity Center - Edge (TAC-E) Zone. DSP-22042 was approved for clearing, grading, and infrastructure for the subject property. Therefore, per Section 25-127(a)(4) of the Tree Canopy Coverage Ordinance, the current DSP-2026-0013 is subject to the tree canopy coverage (TCC) regulations in place at the time of approval of DSP-22042, and not the regulations as updated by Council Bill CB-21-2024.

Therefore, a minimum of 10 percent of the gross tract area is required to be covered by tree canopy. The gross tract area of the subject site is 65.88 acres and the required TCC is 6.59 acres, or 286,973 square feet. The required TCC schedule is provided on the landscape plan, demonstrating conformance to this requirement through the provision of woodland conservation and proposed landscape trees.

16. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference and main points are summarized, as follows:

a. **Historic Preservation and Archeological Review**—In a memorandum dated August 24, 2026 (Stabler, Smith, and Chisholm to Kosack), the Historic Preservation Section noted that a Phase I archeology survey was conducted on the subject property in 2006, by URS Corporation. A report, Phase I Archaeological Survey of the Westphalia Center Development Tract, Prince George's County, Maryland, was received by the Prince George's County Planning Department and was reviewed by the Historic Preservation staff. Six archeological sites were identified: 18PR848, 18PR849, 18PR850, 18PR851, 18PR852, and 18PR853. All were identified as early to mid-20th century house sites, and no further work on any of the identified sites was recommended. Historic Preservation staff concurred that no additional archeological investigations were necessary on the Westphalia Town Center property. There are no Prince George's County historic sites or resources on or adjacent to the subject property.

b. **Community Planning**—In a memorandum dated September 9, 2026 (Calomese to Kosack), the Community Planning Division noted that the site plan conforms with the recommendations of the sector plan and meets the design guidelines and standards of the sector plan as discussed in findings above.

c. **Transportation Planning**—In a memorandum dated September 4, 2026 (Marino to Kosack), the Transportation Planning Section provided an analysis of relevant conditions of prior approvals, parking and trip generation memos, and site design guidelines as incorporated into findings above, as well as the following summarized comments:

Master Plan Right of Way
The site is subject to the MPOT and the sector plan. The subject property has frontage along Woodyard Road (A-53). The MPOT and the sector plan identify Woodyard Road as an arterial roadway with an ultimate right-of-way width of 120 to 150 feet, between Presidential Parkway and Branch Avenue, as shown on the submitted plan sheets.

Master Plan Pedestrian and Bicycle Facilities
The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling as follows:

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.**
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The Transportation Recommendations Section of the sector plan provides the following recommendations:

> **Policy 1: Develop a transportation system that improves existing roadways, develops new roadways with minimal disruptions, and supports the sector plan's proposed development pattern.** (page 39)

Policy 3: Provide appropriate trails and bicycle and pedestrian facilities throughout the Westphalia area. (page 43)

A comprehensive pedestrian network is proposed through the subject site on roads in support of the development pattern and the applicant shall provide a "Share the Road" sign on Melwood Road to accommodate multimodal movement.

d. **Subdivision**—In a memorandum dated September 8, 2026 (Vatandoost to Kosack), the Subdivision Section provided an evaluation of applicable conditions of prior approvals which have been included in the above findings of this technical staff report. In addition, the Subdivision Section noted that, following approval of this DSP, final plats will be required for the property before any building permits may be approved. The final plats should be accepted within the validity date of 4-08002, which is December 31, 2029.

The proposed development includes 276 two-family dwellings adjacent to Pennsylvania Avenue, a freeway, and Woodyard Road, an arterial road. The applicant submitted a noise study evaluating transportation noise impacts on the proposed residential development along Pennsylvania Avenue and Woodyard Road to demonstrate conformance with Section 24-121(a)(4) of the prior Subdivision Regulations. The noise study evaluated the proposed residential development in relation to the 65 dBA Leq noise threshold. Based on the findings of the noise study, none of the proposed residential dwellings were identified as being impacted by transportation noise levels above 65 dBA Leq.

e. **Environmental Planning**—In a memorandum dated September 4, 2026, (Reiser to Kosack), the Environmental Planning Section offered the following:

Natural Resources Inventory/Environmental Features
An approved Natural Resources Inventory Plan (NRI-094-06-02) was submitted with the application. The site contains streams, wetlands, and associated buffers that comprise the primary management area (PMA). The NRI indicates the presence of five forest stands, labeled as Stands A through E, with 274 specimen trees identified throughout the site.

Specimen Trees
The NRI plan, as revised in 2019, identified 274 specimen trees within the overall Westphalia Town Center. Eight trees were identified as "Specimen Tree previously removed or approved for removal" within the limits of the current DSP (ST-25, ST-52, ST-53, ST-57, ST-58, ST-59, ST-60, ST-63, ST-65, ST-66, and ST-71). These specimen trees were reviewed as part of prior approvals under the 1993 WCO, which does not require a variance for the proposed removal of specimen trees, and were confirmed on the 2019 NRI as no longer being present on the site. Three additional specimen trees (ST-207, ST-210, and ST-211) were approved for removal with DSP-22042 and TCP2-039-2023. The specimen tree table contains a note indicating that six specimen trees will have impacts to their critical root zones as part of this application (ST-54, ST-56, ST-66, ST-72, ST-208, and ST-209); however, Specimen Tree ST-66 is shown entirely within the limits of disturbance and was approved for removal under prior approvals. Therefore, a condition is included herein requiring a revision to the note.

Preservation of Regulated Environmental Features/Primary Management Area

Section 27-285(b)(4) of the prior Zoning Ordinance states that the Planning Board may approve a DSP if it finds that the regulated environmental features (REF) have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements in Section 24-130(b)(5) of the prior Subdivision Regulations. The on-site REF includes streams, 100-year floodplain, associated buffers, and steep slopes.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

The on-site REF includes streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes. Several impacts were approved with the PPS 4-08002 and were identified as A–N. Additional impacts were approved with the prior DSP-22042 for expanded stormdrain outfalls in accordance with an approved SWM Concept Plan (1002-2023-00) and were identified as Impacts R–W.

With this application, the expansion of previously approved PMA Impact R by an additional 371 square feet is proposed. The impact is for the adjustment of a proposed retaining wall and location of a stormdrain outfall to accommodate a sidewalk and landscape strip between the road and the sidewalk. Staff support the additional impact due to technical stormdrain design requirements and the minimal amount of proposed additional impact.

Soils

This DSP is using the prior Zoning Ordinance and Subdivision Regulations, and Section 24-131 of the prior Subdivision Regulations states "The Planning Board shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to natural conditions, such as, but not confined to, flooding, erosive stream action, high water table, unstable soils, or severe slopes, or to man-made conditions on the property, such as, but not confined to, unstable fills or slopes."

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), soils present within the Westphalia Business Center project area include Adelphia-Holmdel Complexes, Collington-Wist Complexes, Croom-Marr Complexes, Dodon Fine Sandy Loam, Grosstown Gravelly Silt Loam, Marr-Dodon Complexes, Mar-Dodon-Urban Land Complexes, Matapeake Silt Loam, Pits Gravel, Udorthents Highway, Udorthents Reclaimed Gravel Pits, Westphalia and Dodon Soils, and Widewater and Issue Soils. Soils within the project area include Marr-Dodon Complexes, Dodon Fine Sandy

Loam, Pits Gravel, Croom-Marr Complexes, Udorthents Reclaimed Gravel Pits, and Udorthents Highway. Marlboro and Christiana clays are not found to occur within the DSP review area.

A geotechnical and slope stability analysis may be required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) at the time of permit.

Erosion and Sediment Control
The County requires the approval of an erosion and sediment control plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. As conditioned herein, prior to certification of the TCP2, a copy of the erosion and sediment control technical plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

f. **Permit Review**—The Permit Review Section has no comments on the subject application.

g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated September 4, 2026 (Thompson to Kosack), DPR provided an analysis of the conditions of PPS 4-08002 that are incorporated into the findings above. Their recommended conditions relative to a public recreation facilities agreement, timing, bonding, and park club contributions are not included herein as the conditions of 4-08002 relative to these issues remain applicable.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.

i. **Price George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

j. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on this application.

k. **Prince George's County Health Department**—In a memorandum dated July 31, 2026 (Adepoju to Kosack), the Health Department provided several comments relating to availability of healthy foods, proximity to Pennsylvania Avenue, which is a source of air and noise pollution, and comments addressing potential construction activity impacts (noise and dust) extending into adjacent properties. Adherence to construction standards will be required by DPIE during the permitting process.

l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application.

m. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on this application

n. **Public Utilities**—At the time of the writing of this technical staff report, no public utility company offered comments on this application.

17. **Community Feedback:** As of the writing of this technical staff report, staff did not receive any inquiries or comments from the community regarding the subject DSP.

18. Based on the foregoing analysis, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

19. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, the DSP is in conformance with the approved CSP-07004-01, with the amendments proposed with this DSP.

20. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

21. Based on the level of design information currently available and the limits of disturbance shown on the TCP2, the REF on the subject property have been preserved and/or restored to the fullest extent possible, in accordance with Section 27-285(b)(4) of the prior Zoning Ordinance. Staff find that the impacts to REF are in conformance with the impacts approved with PPS 4-08002 and DSP-22042, with the minimal expansion of previously approved Impact R by 371 square feet with this DSP.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and:

A. APPROVE Conceptual Site Plan CSP-07004-01, subject to the same conditions, with the following amendments:

1. Add residential and institutional (day care) uses to the southeastern corner of the site, labeled as the Melwood Retail Area;

2. Reduce the minimum retail square footage permitted from 900,000 square feet to 139,000 square feet;

3. Revise Condition 1(a)(3) to reduce the minimum retail square footage permitted from 900,000 square feet to 139,000 square feet;

4. Delete Conditions 2(j) and 31; and

5. Revise the circulation network and building layout.

B. APPROVE Detailed Site Plan DSP-2026-0013 and Type 2 Tree Conservation Plan TCP2-2026-0060, for Westphalia Town Center Retail subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP) as follows, or provide the specific documentation:

a. Correct the notes relative to floor area ratio (FAR) to reflect the total combined FAR for this DSP and the overall Westphalia Town Center development.

b. Revise all notes on the plan sheets to reflect the correct applicant's name.

c. Revise all notes and labels to reflect the approved total square footage of nonresidential uses.

d. Provide a minimum of one bike rack proximate to the main entrance to every nonresidential building, including the community building.

e. Clearly indicate the location of dog waste stations on the plan, within the residential portion of the site.

f. Provide a list and details of the interior amenities within the multipurpose amenity space in the community building, such as tables, chairs, gym equipment, etc.

g. Provide a 6-foot-high sight-tight fence, with detail, between the residential dwelling units and the rear of Retail Buildings A, B, C, and D. The fence must be located to provide the maximum concealment of the loading and service areas.

h. Revise the site plan to include details and locations of all proposed equipment for the tot lot, which shall include at a minimum separate play structures for 2–5 and 5–12-year-olds, benches, surfacing, fencing, trash receptacles, and sidewalk connectivity.

i. Revise the site plan to provide locations and details for human scale, high-quality urban design amenities along the primary frontage(s) of each nonresidential building, including but not limited to landscaping, street furniture, bike racks, and the incorporation of specialty paving materials or decorative concrete patterns.

j. Revise the site plan to show a minimum of four electric-vehicle charging parking spaces within the commercial development area.

k. Revise the site plan to show crosswalks across all drive aisles at every four-way intersection.

l. Revise General Notes 2 and 5 to reflect Parcel 81 as an existing parcel and add the proposed parcels.

m. Remove the private road labeling throughout Parcel 31.

n. Show and label the minimum 10-foot-wide public utility easement along the entire property frontage of all public rights-of-way, in conformance with the approved preliminary plan of subdivision or any approved variation.

o. Revise the site plan to show the limits and details of any portion of the Back Branch Trail that impacts the site, to be reviewed by Prince George's County Department of Parks and Recreation staff.

p. Revise the site plan to provide the sidewalk connection and landscape strip as shown on Applicant's Exhibit No. 1, Sidewalk Exhibit, dated September 3, 2026.

q. Provide a note on the site plan as follows:

"An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate."

r. Provide a fire truck turning exhibit that displays full site movements and ingress/egress from the site, with no collision points between the truck turning movements and curbs or other roadway features. Modify roadway features as necessary to ensure no collision points.

s. Provide an exhibit of the master plan trail along Back Branch, to be reviewed by Prince George's County Department of Parks and Recreation staff.

t. Provide a brick percentage exhibit demonstrating conformance to the following notes, which shall also be included on the exhibit:

All front and side elevations facing MD 373 (Woodyard Road) shall contain a minimum of 70 percent brick, stone, or equivalent masonry.

All front and side elevations facing an internal drive aisle, mews, or commercial development shall contain a minimum of 50 percent brick, stone, or equivalent masonry.

All other front and side elevations, except where side elevations face the side elevation of another residential building group, shall contain a minimum of 30 percent brick, stone, or equivalent masonry.

u. Revise the residential architecture as necessary to ensure conformance to the brick percentage exhibit.

v. Provide statements of finished square footage for each two-family attached dwelling unit type, indicating a minimum square footage of 1,350 square feet. No more than 50 percent of the units in any given building stick may contain the minimum finished square footage.

w. Revise the residential elevations to incorporate entrance door trim options from DSP-13001.

2. Prior to certification, the applicant shall revise the landscape plans as follows:

a. Provide screening of the loading and service areas behind Retail Building A, from the internal driveway to the south, in accordance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*.

b. Revise the Section 4.6 schedule and labeling to show and dimension a 30-foot-wide buffer provided along Melwood Road.

c. Revise the plan to remove all references and schedules for Section 4.10, Street Trees Along Private Streets, of the 2010 *Prince George's County Landscape Manual*.

d. Revise the Section 4.1 schedule to reflect the requirements of Section 4.8 of the 2010 *Prince George's County Landscape Manual*.

3. Prior to certification, the applicant shall revise the Type 2 tree conservation plan (TCP2) as follows:

a. Move the Qualified Professional signature block to allow space for the Planning Department certification block to be placed on the plan in the lower right corner.

b. Revise the specimen tree table to indicate which trees were approved for removal as part of the Type 1 tree conservation plan, which were identified as no longer being present at the time of the 2019 natural resources inventory revision, and which trees were approved for removal on TCP2-039-2023.

c. Revise the note below the specimen tree table to remove ST-66 from the list of trees with impacts to the critical root zone.

d. Revise the total number of each seedling species, per column, and the total number of overall seedlings required to match the acreage of each proposed planting area in the plant schedule.

e. Revise all preservation areas to be located outside of the floodplain.

f. Show utilities on all sheets of the plan set; specifically, the proposed stormdrain features are missing from the cover sheet and components of the stormdrain are missing from other sheets in the plan set.

g. Revise the worksheet on the cover of the TCP2 plan set to reflect the "Standard Worksheet," and revise the "Phased Worksheet" on the detail sheet to reflect the calculations of the standard worksheet for this phase and to update all other phases to reflect their approval status (pending or approved), along with the calculations approved for all of the prior phases.

4. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, a copy of the erosion and sediment control technical plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.

5. Prior to approval of the 90th residential building permit in Detailed Site Plan DSP-2026-0013, the applicant shall fully construct the proposed community building, adjacent tot lot, and associated site features. The Prince George's County Planning Director has the ability to modify this timing to allow approval of no more than 10 percent additional residential building permits, to accommodate construction or manufacturer issues.

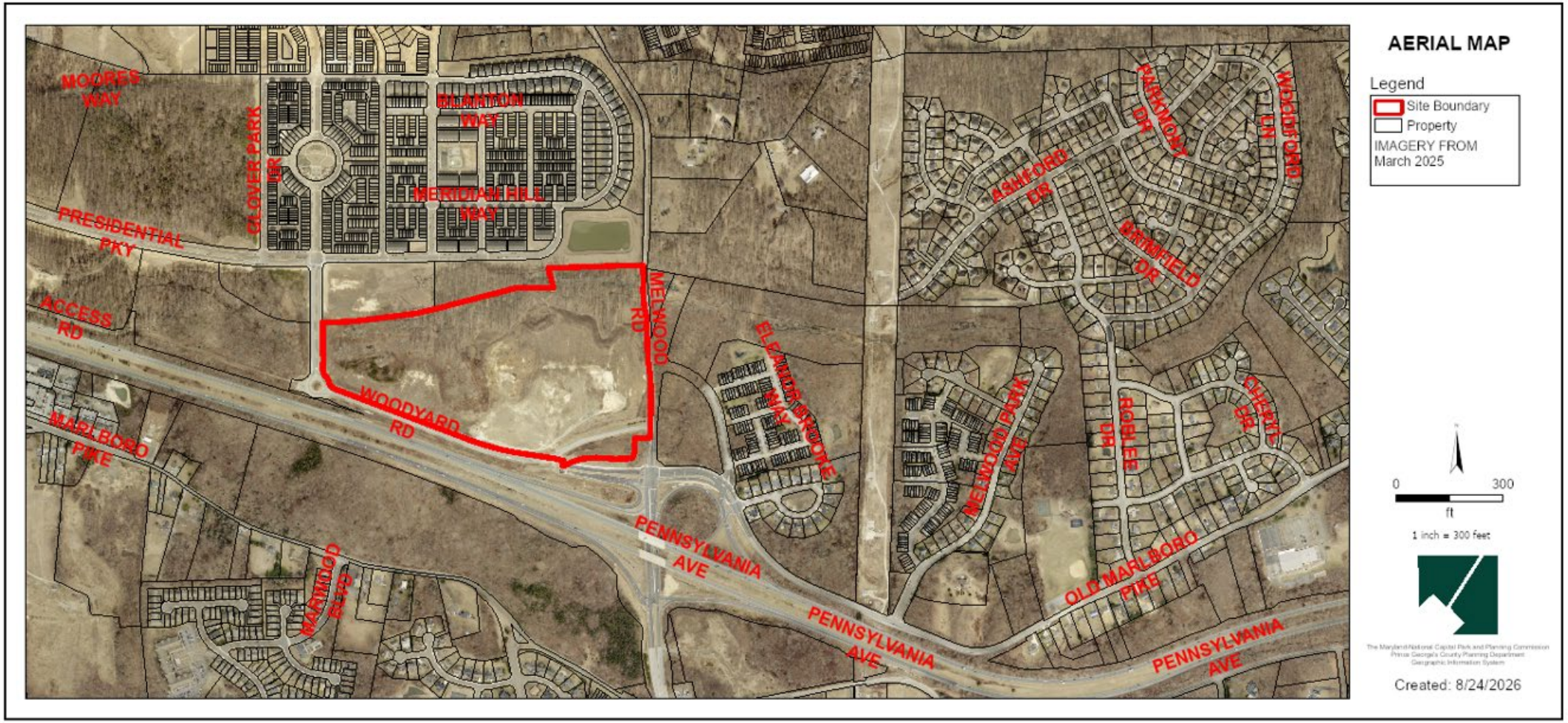
6. Prior to approval of the last building permit within Detailed Site Plan DSP-2026-0013, the applicant shall demonstrate that the trail around the stormwater management pond on Parcel W2 is completed.

WESTPHALIA TOWN CENTER – RETAIL

Detailed Site Plan

CSP-07004-01 and TCP-2026-0060

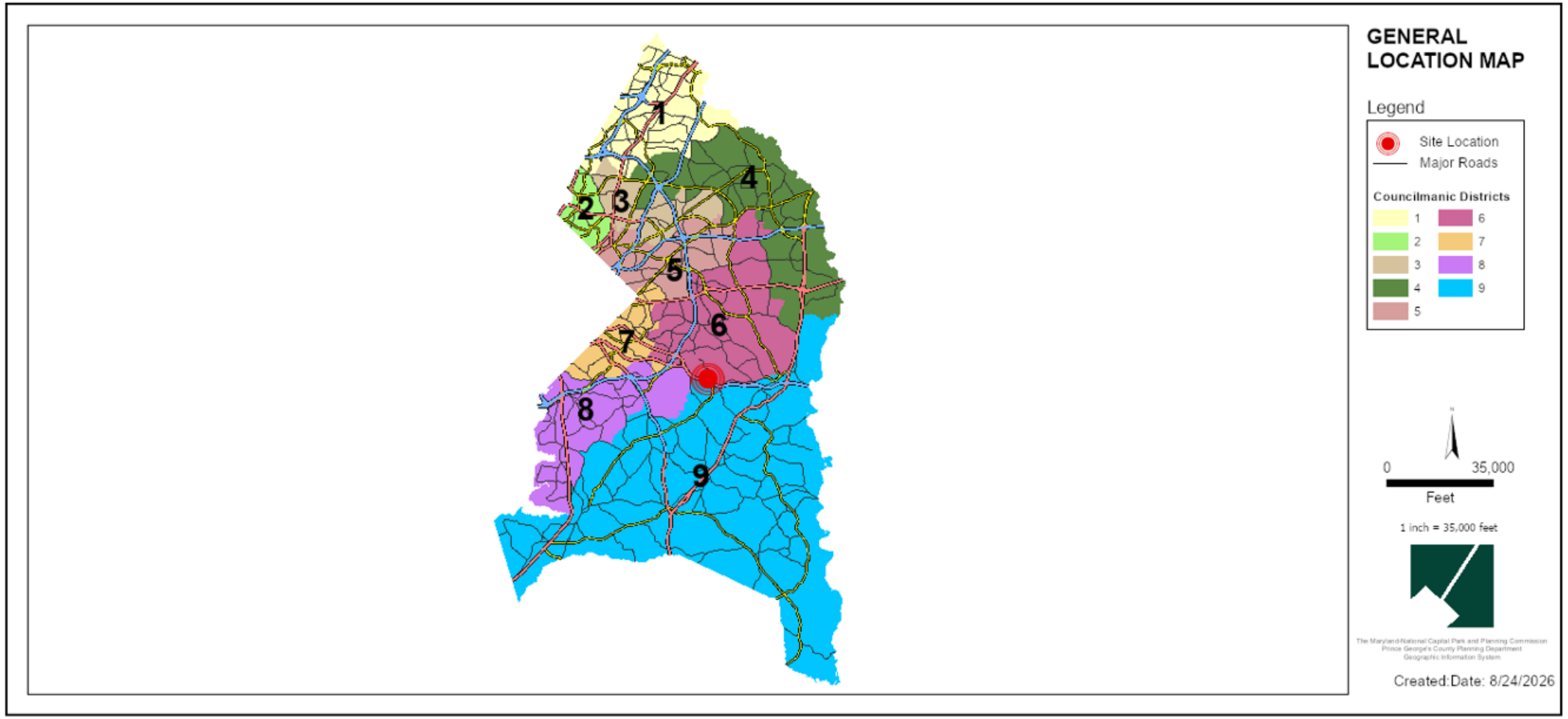
Staff Recommendation: APPROVAL with conditions



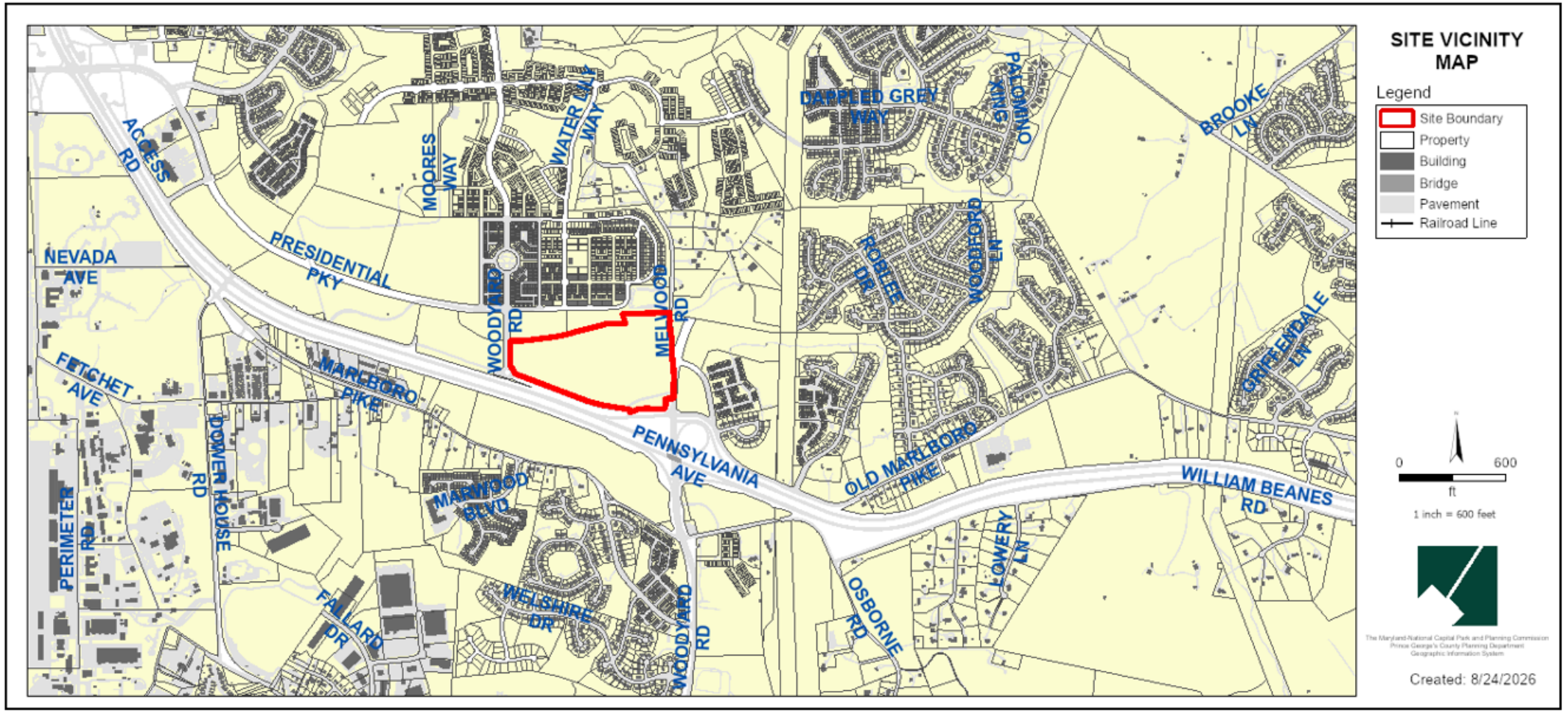
GENERAL LOCATION MAP

Council District: 06

Planning Area: 078

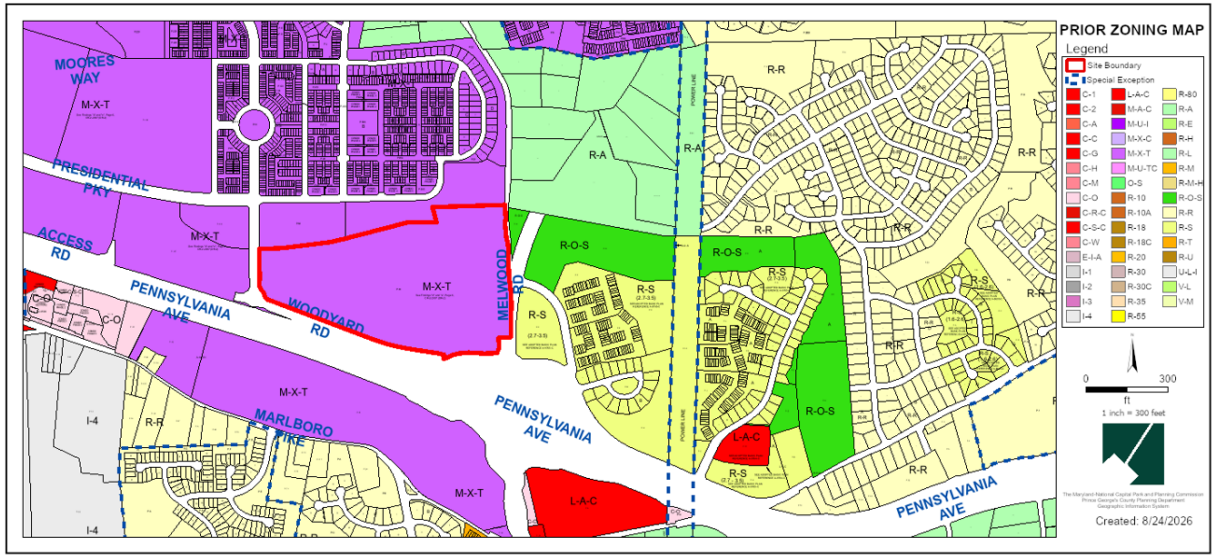


SITE VICINITY MAP

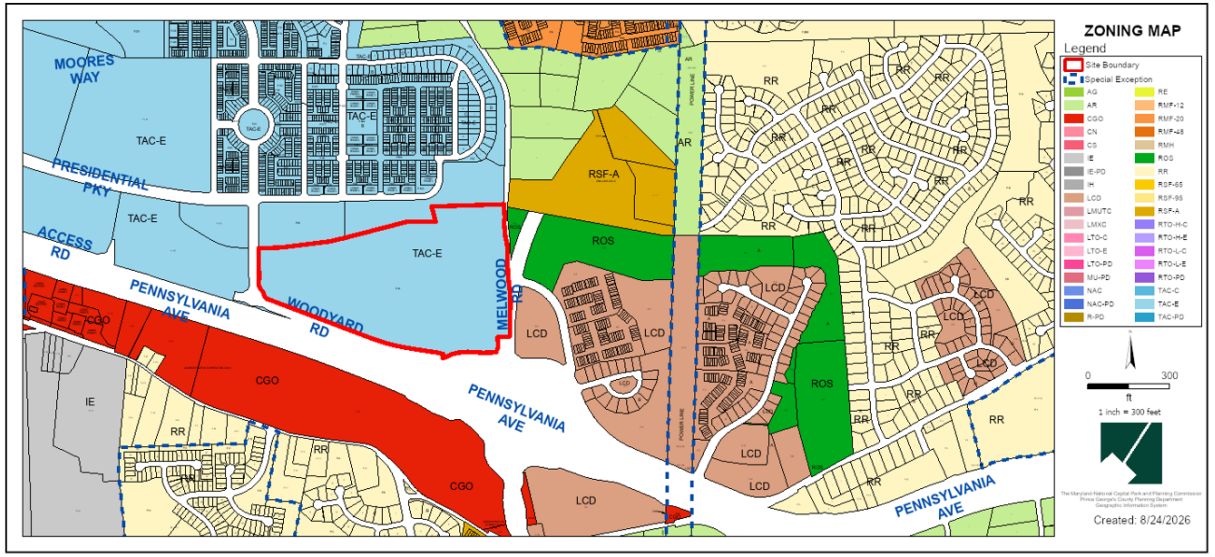


ZONING MAP (PRIOR AND CURRENT)

Prior Zoning Map: M-X-T

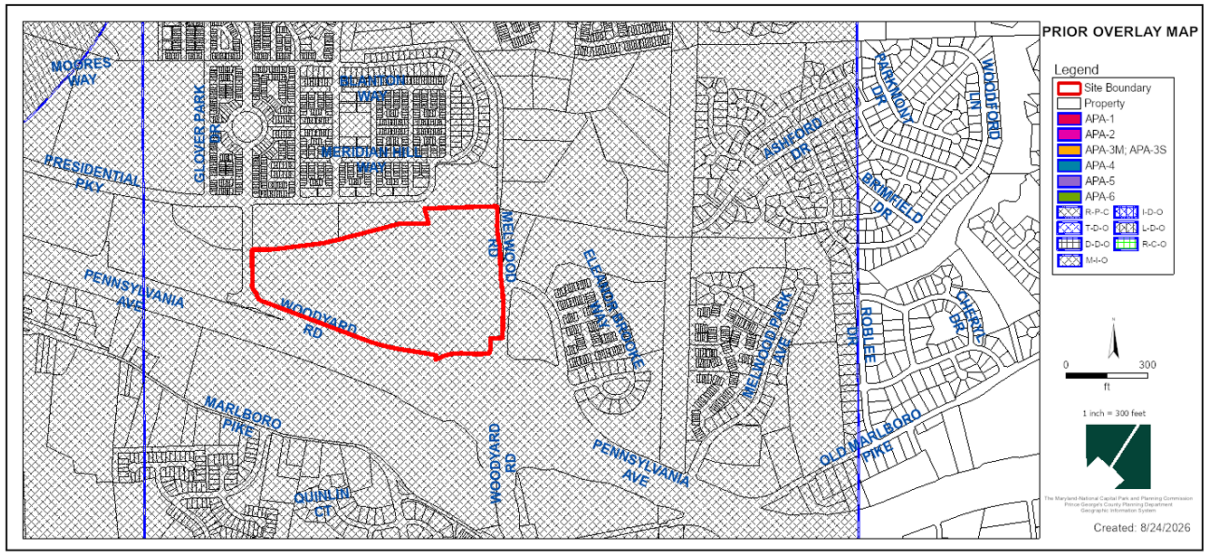


Current Zoning Map: TAC-E

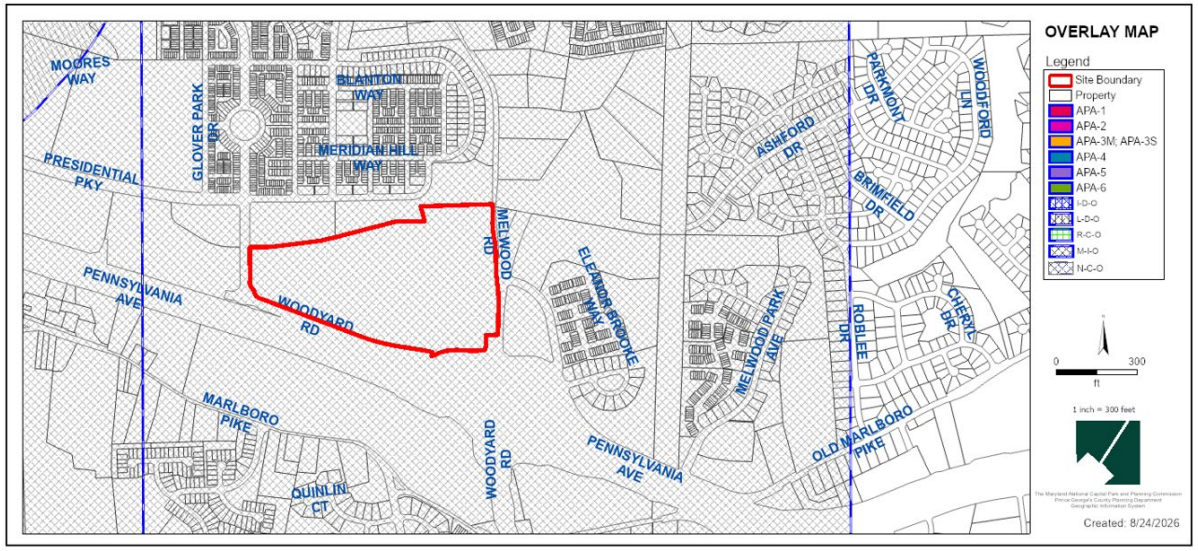


OVERLAY MAP (PRIOR AND CURRENT)

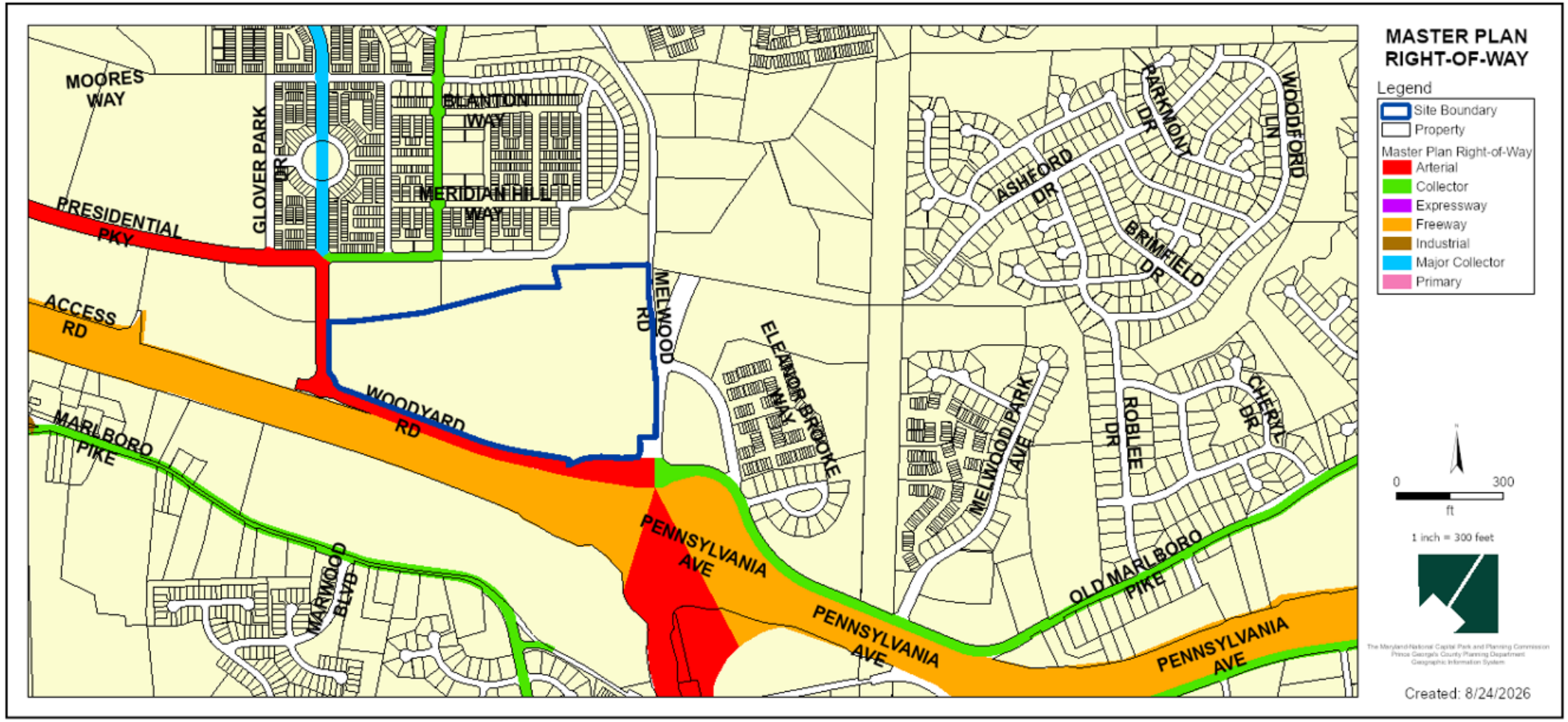
Prior Overlay Map: M-I-O



Current Overlay Map: MIO



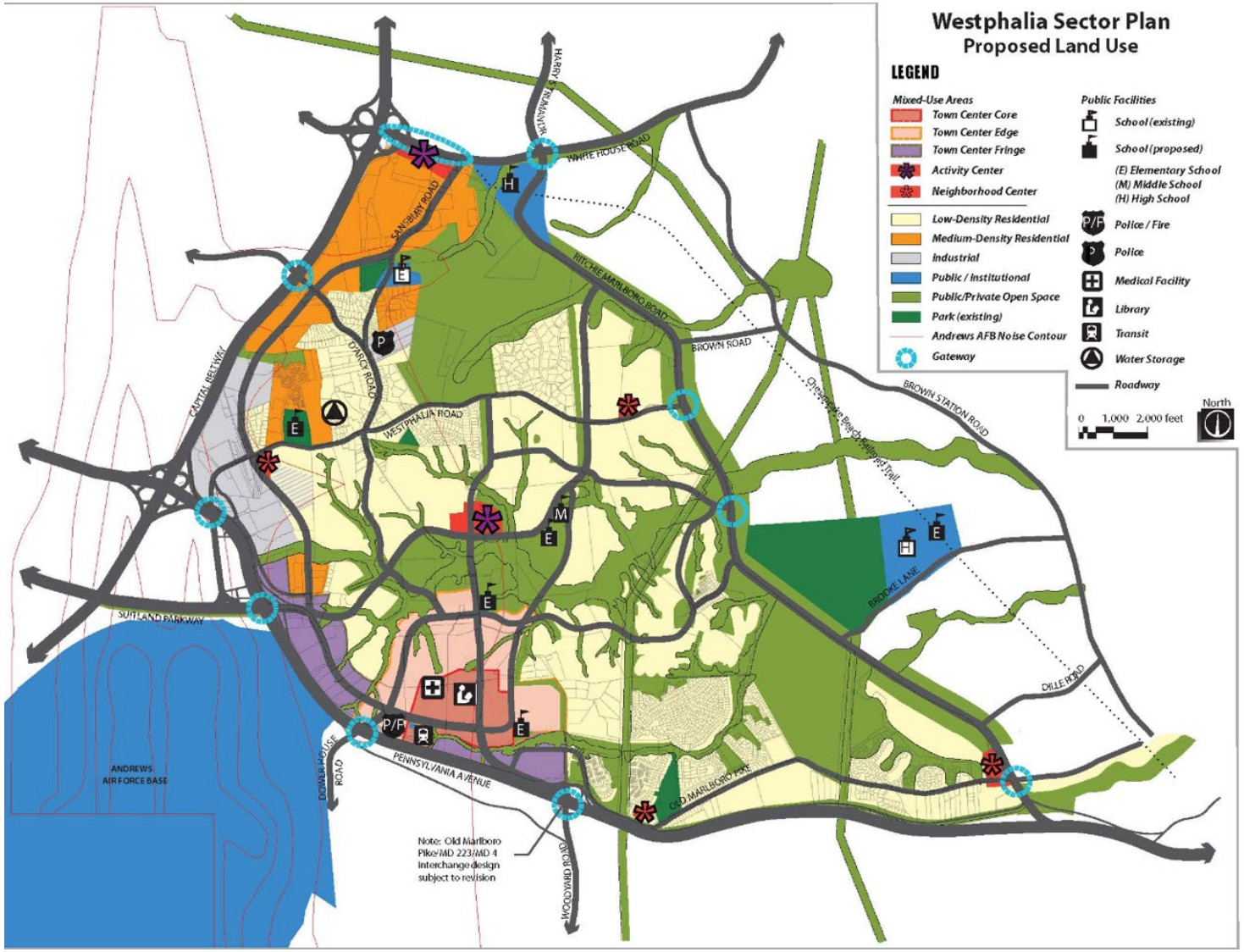
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



WESTPHALIA SECTOR PLAN



DETAILED SITE PLAN



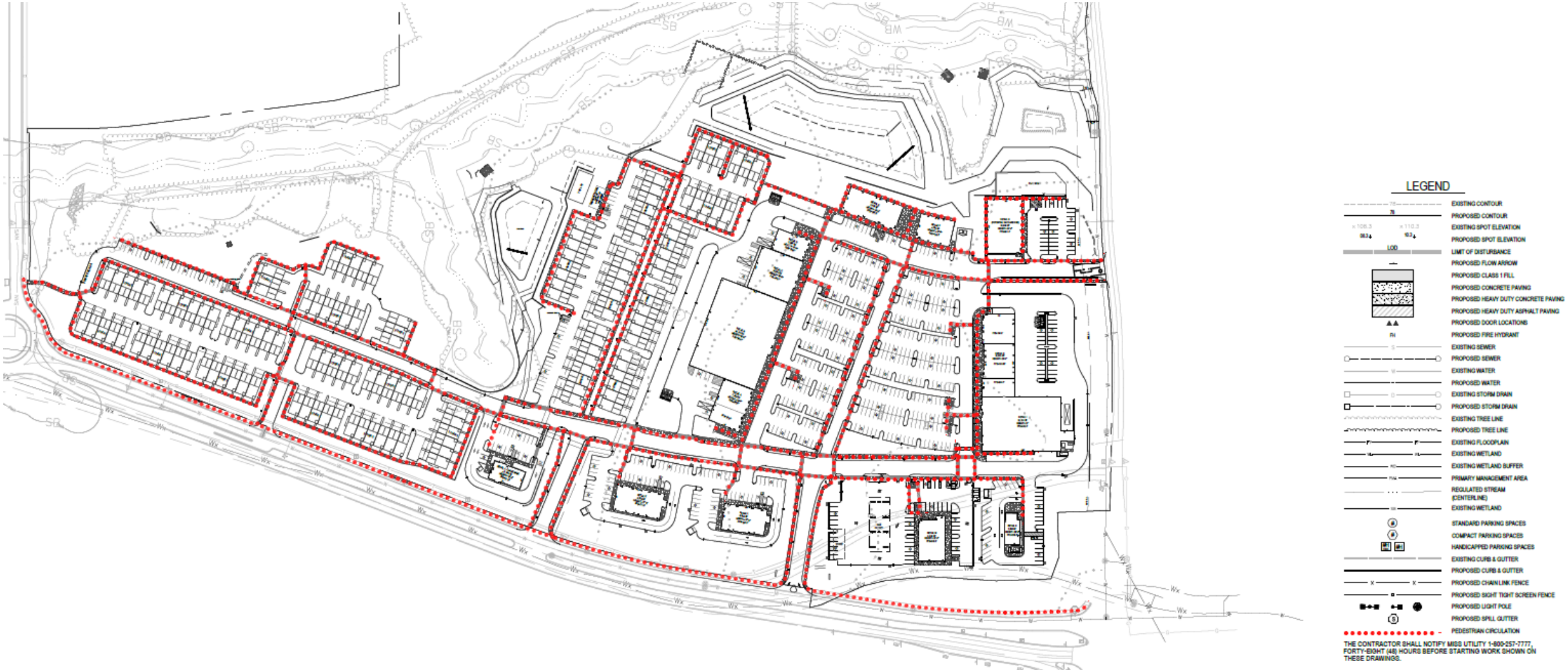
APPROVED CSP-07001-01



AMENDMENT TO CONCEPTUAL SITE PLAN



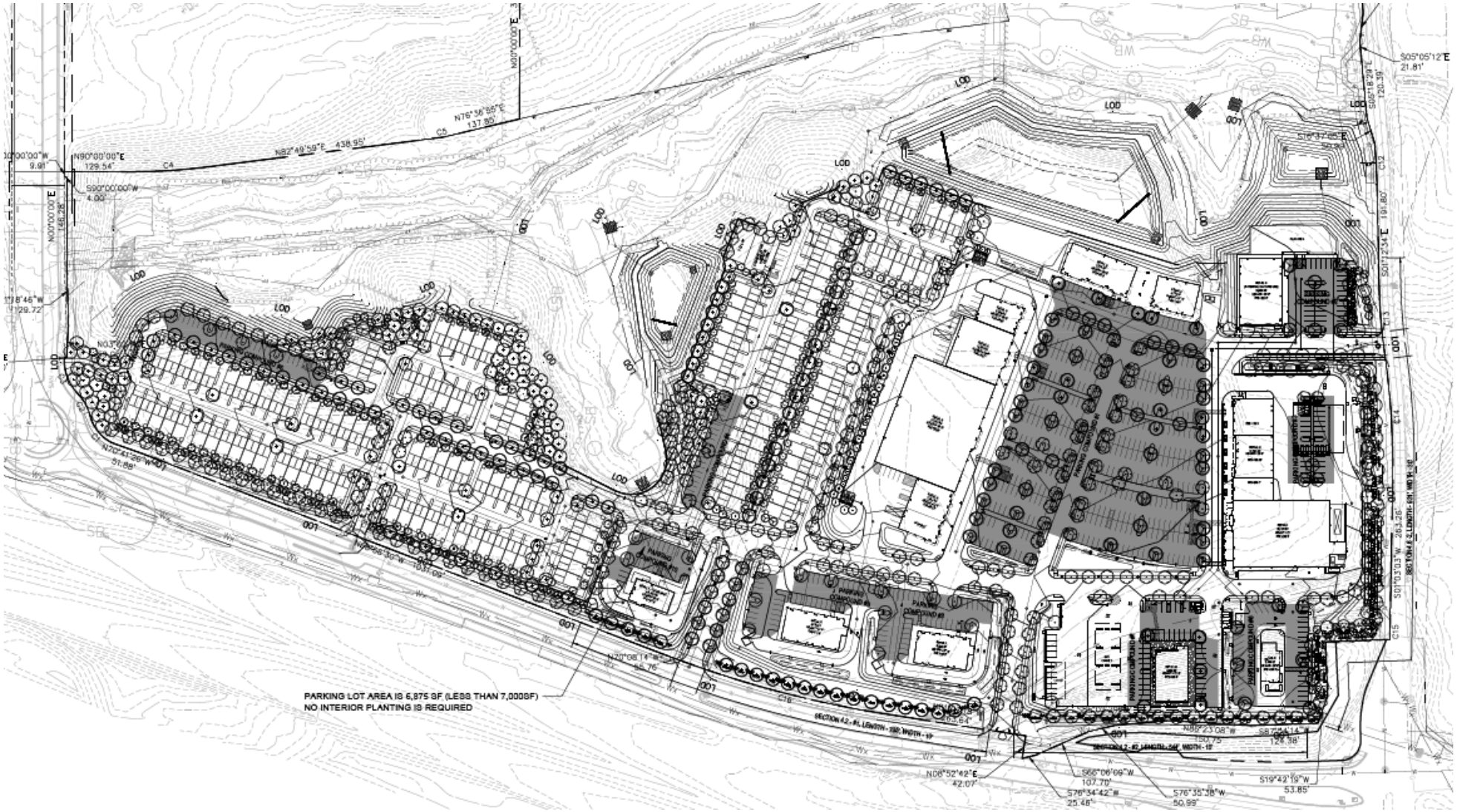
PEDESTRIAN CIRCULATION PLAN



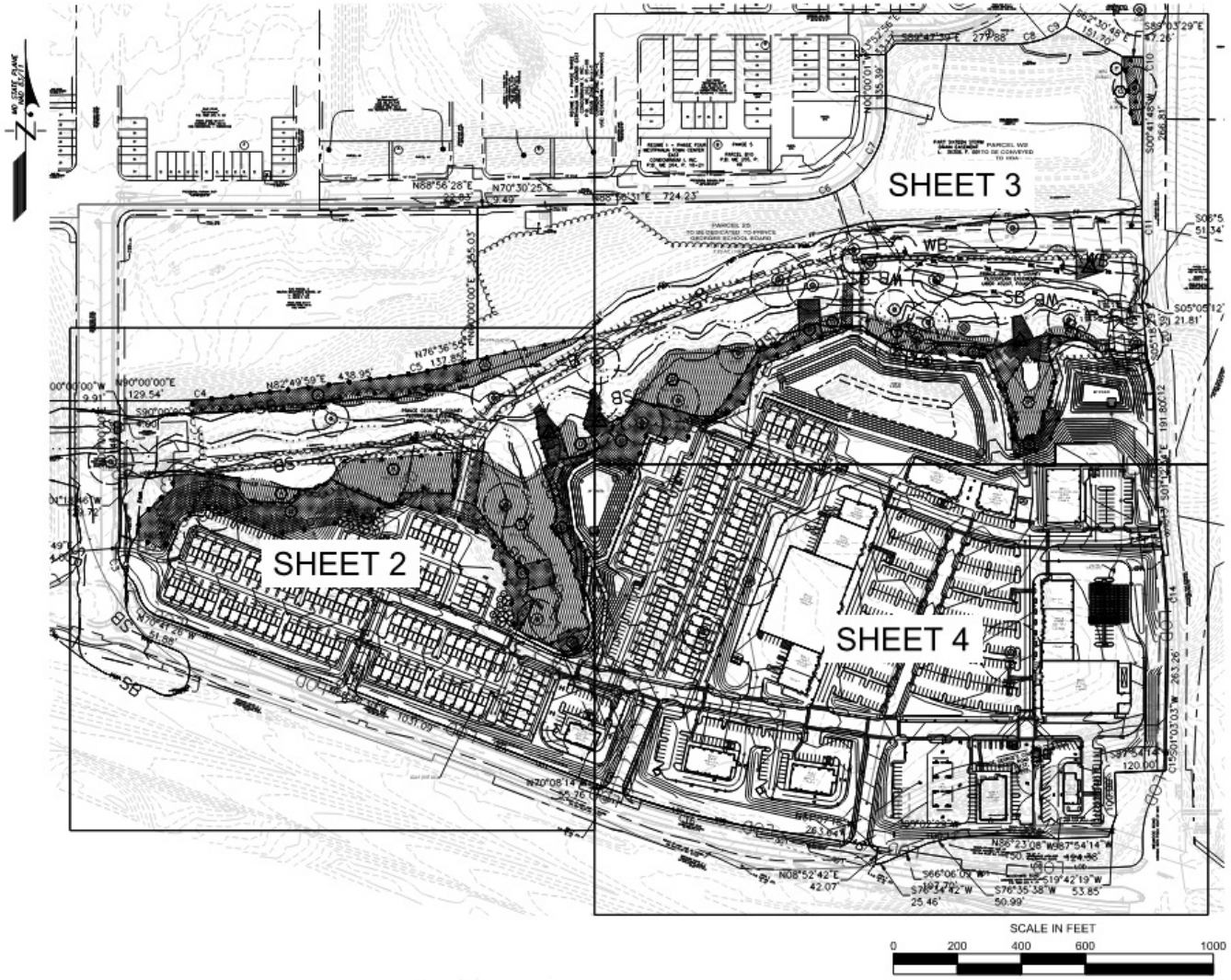
VEHICULAR CIRCULATION PLAN



LANDSCAPE PLAN



TYPE 2 TREE CONSERVATION PLAN



COMMERCIAL ARCHITECTURAL RENDERING



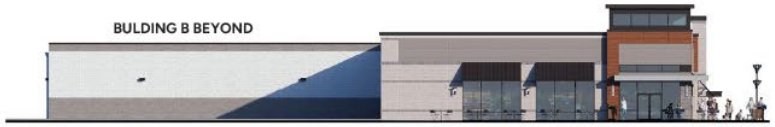
COMMERCIAL ARCHITECTURE – BUILDINGS A - D



EAST ELEVATION
NOT TO SCALE



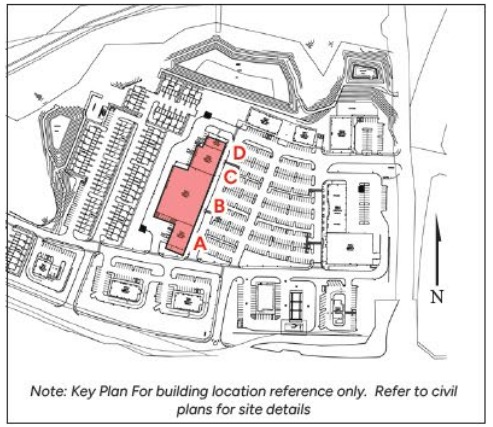
WEST ELEVATION
NOT TO SCALE



BUILDING A SOUTH ELEVATION
NOT TO SCALE

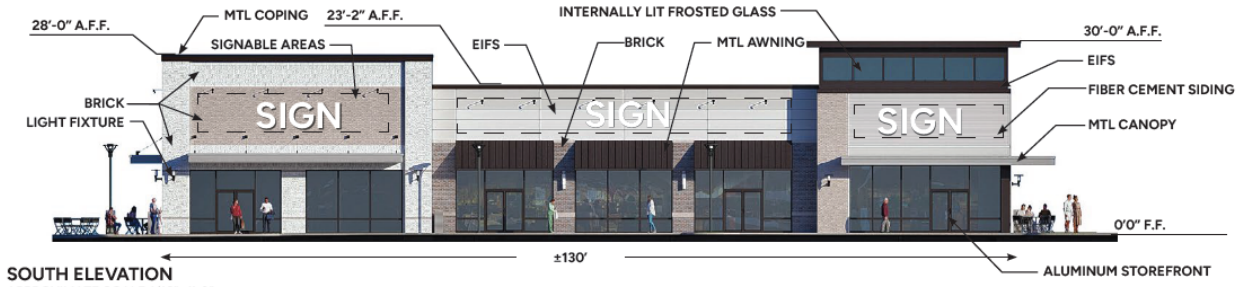


BUILDING D NORTH ELEVATION
NOT TO SCALE

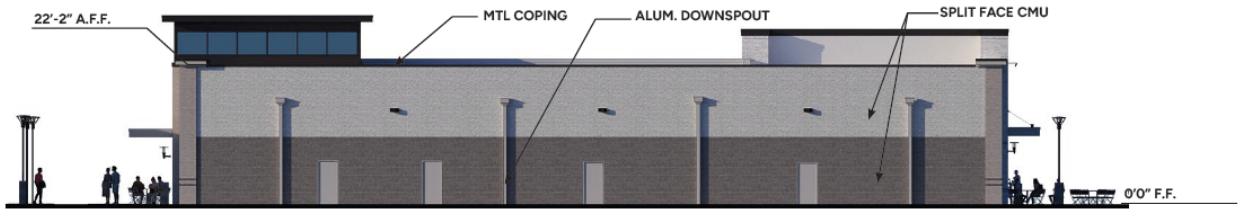


Note: Key Plan For building location reference only. Refer to civil plans for site details

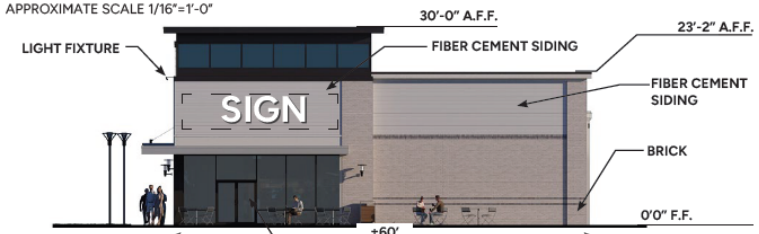
COMMERCIAL ARCHITECTURE – BUILDING E



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



EAST ELEVATION
NOT TO SCALE



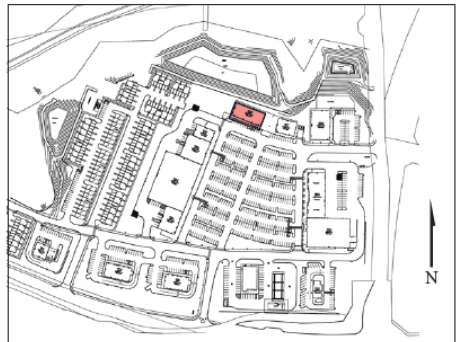
WEST ELEVATION
NOT TO SCALE

Retail Shops Building E

Typical Parapet Height: 23 '-0"

Building Area: +/- 7,800 SF

Signage Allowance
Frontage Length: 130 Linear Feet
Total Signage Allowed: 260 SF within signable areas of facade

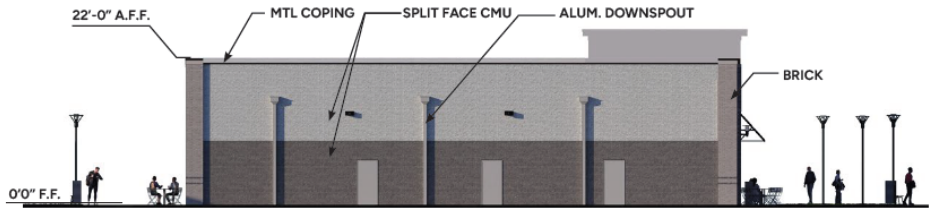


Note: Key Plan For building location reference only. Refer to civil plans for site details

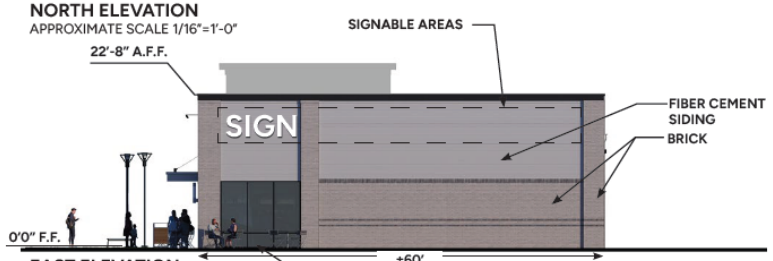
COMMERCIAL ARCHITECTURE – BUILDING F



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



EAST ELEVATION
NOT TO SCALE



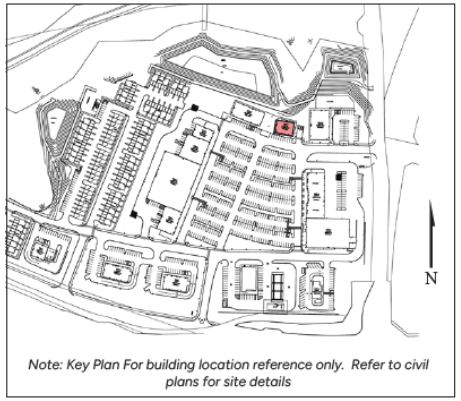
WEST ELEVATION

Retail Shops Building F

Typical Parapet Height: 23 '-0"

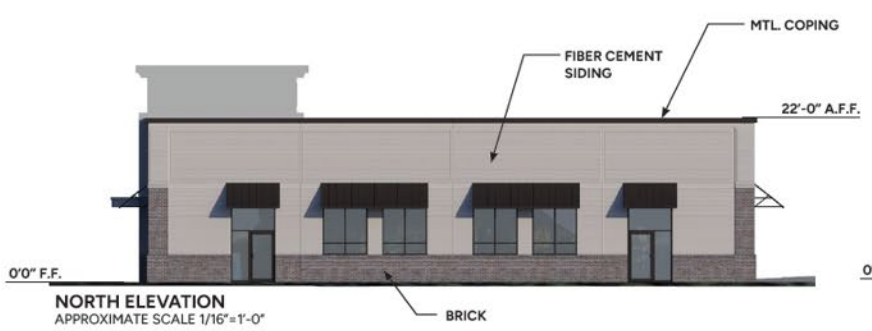
Building Area: +/- 4,800 SF

Signage Allowance
Frontage Length: 80 Linear Feet
Total Signage Allowed: 160 SF within signable areas of facade



Note: Key Plan For building location reference only. Refer to civil plans for site details

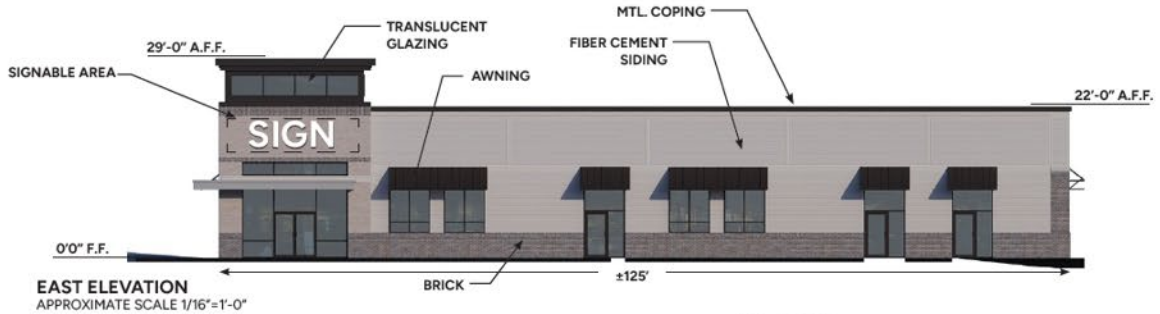
COMMERCIAL ARCHITECTURE – BUILDING G



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

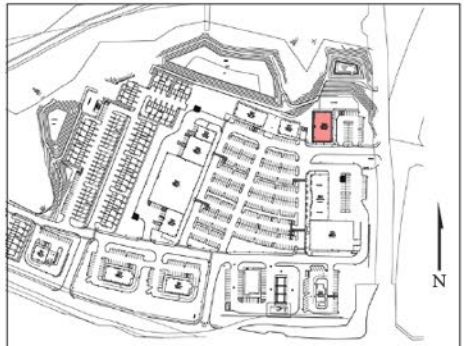
Note: For Illustration Only. Building Design Per Future Tenant

Retail Shops Building G

Typical Parapet Height: 22'-0"

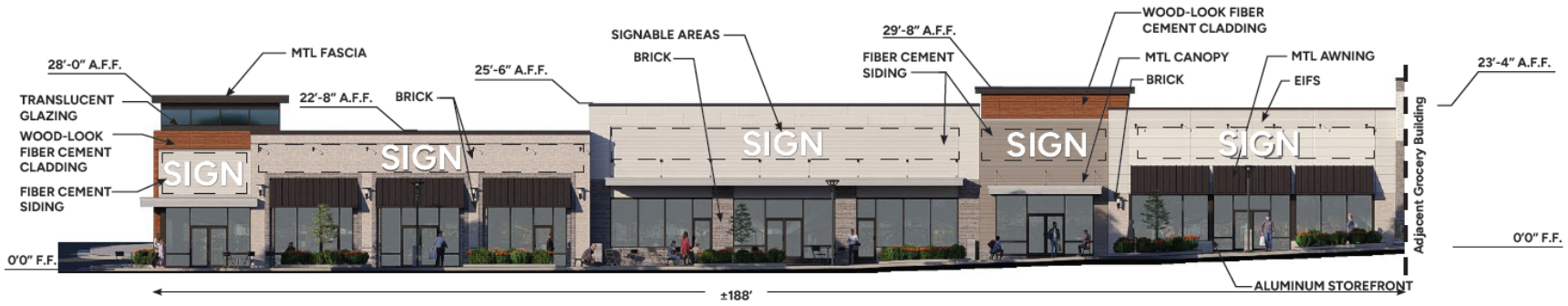
Building Area: +/-10,000 SF

Signage Allowance
Frontage Length: 125 Linear Feet
Total Signage Allowed: 250 SF within signable areas of facade

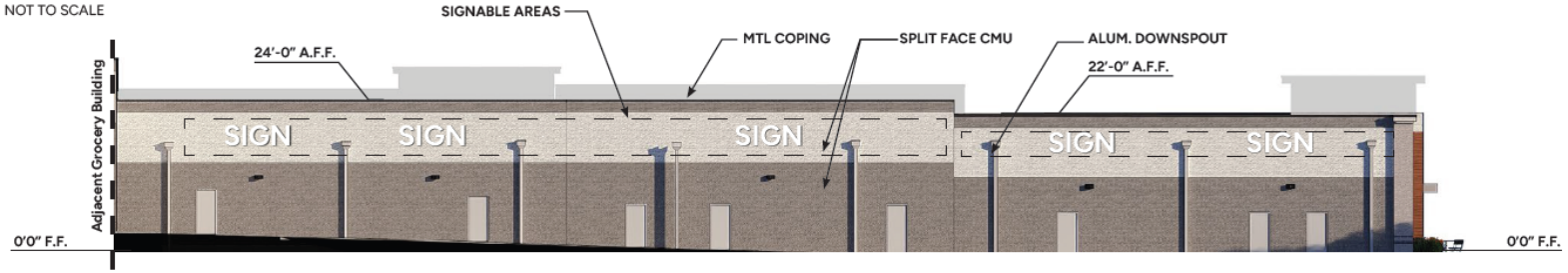


Note: Key Plan For building location reference only. Refer to civil plans for site details

COMMERCIAL ARCHITECTURE – BUILDING H



WEST ELEVATION
NOT TO SCALE



EAST ELEVATION
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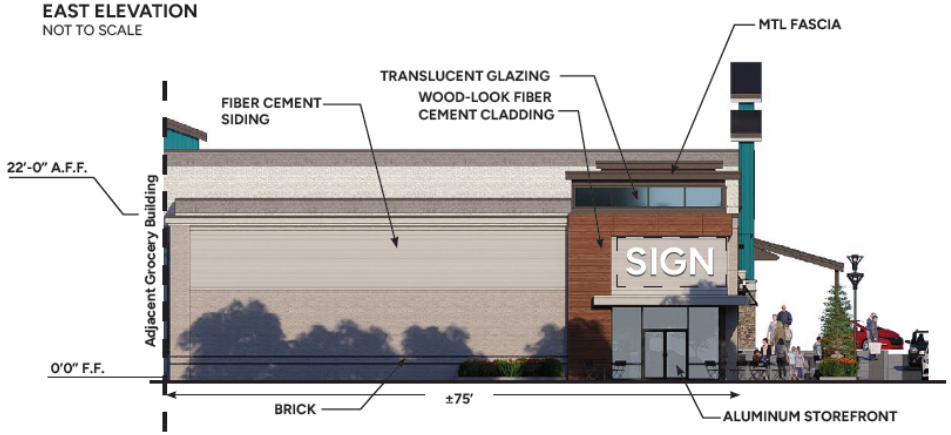


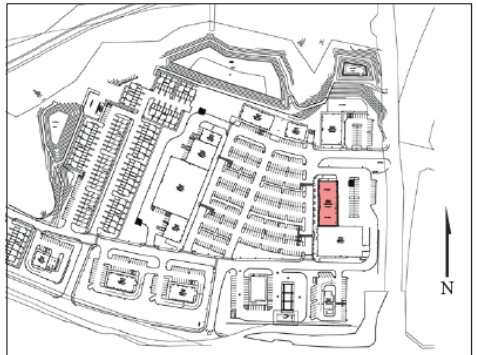
SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Retail Shops Building H

Typical Parapet Height: 24'-0"

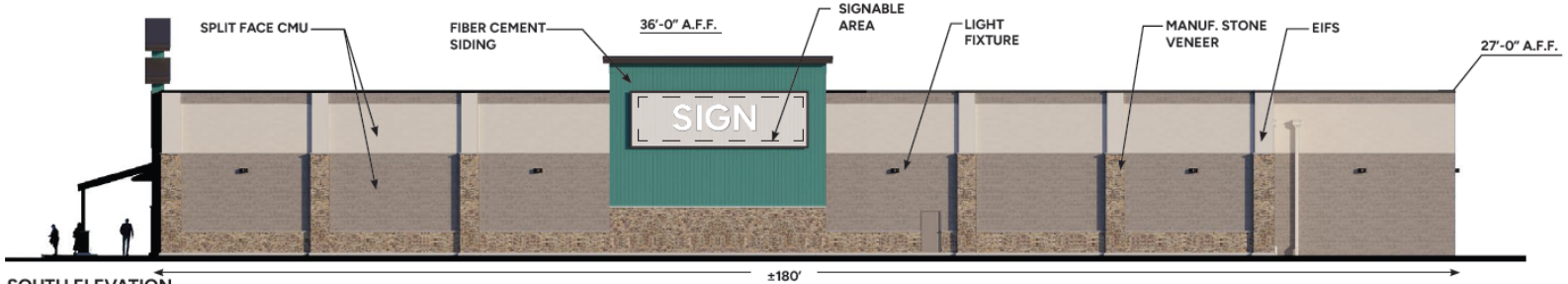
Building Area: +/-13,250 SF

Signage Allowance
Frontage Length: 189 Linear Feet
Total Signage Allowed: 378 SF within signable areas of facade

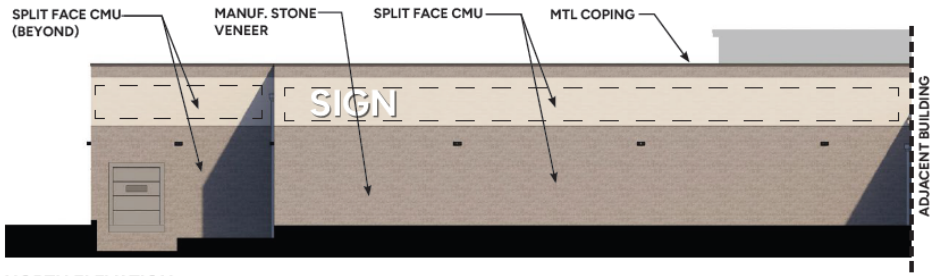


Note: Key Plan For building location reference only. Refer to civil plans for site details

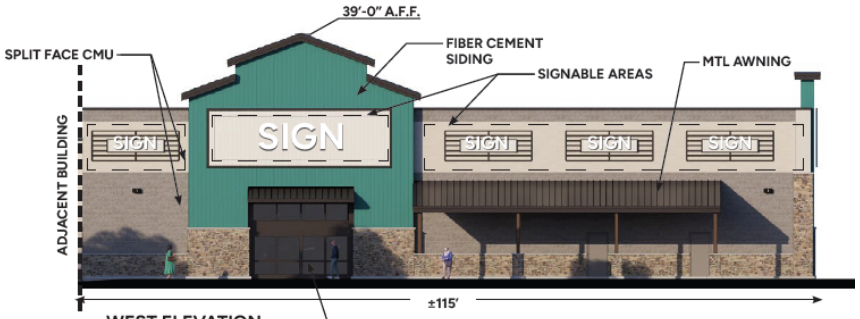
COMMERCIAL ARCHITECTURE – BUILDING I



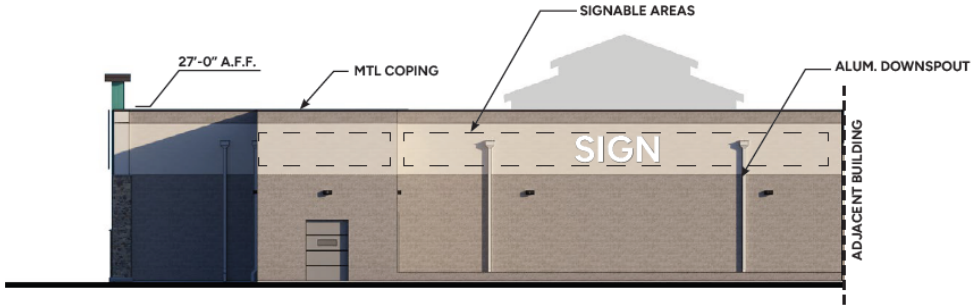
SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"
ALUMINUM STOREFRONT



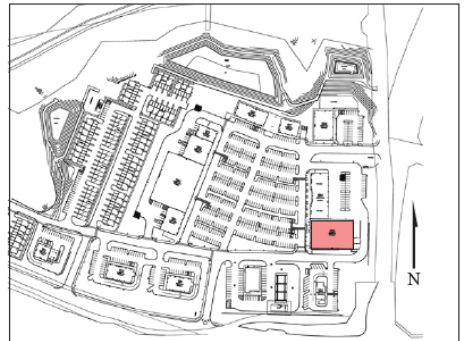
EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Retail Shops Building I

Typical Parapet Height: 27'-0"

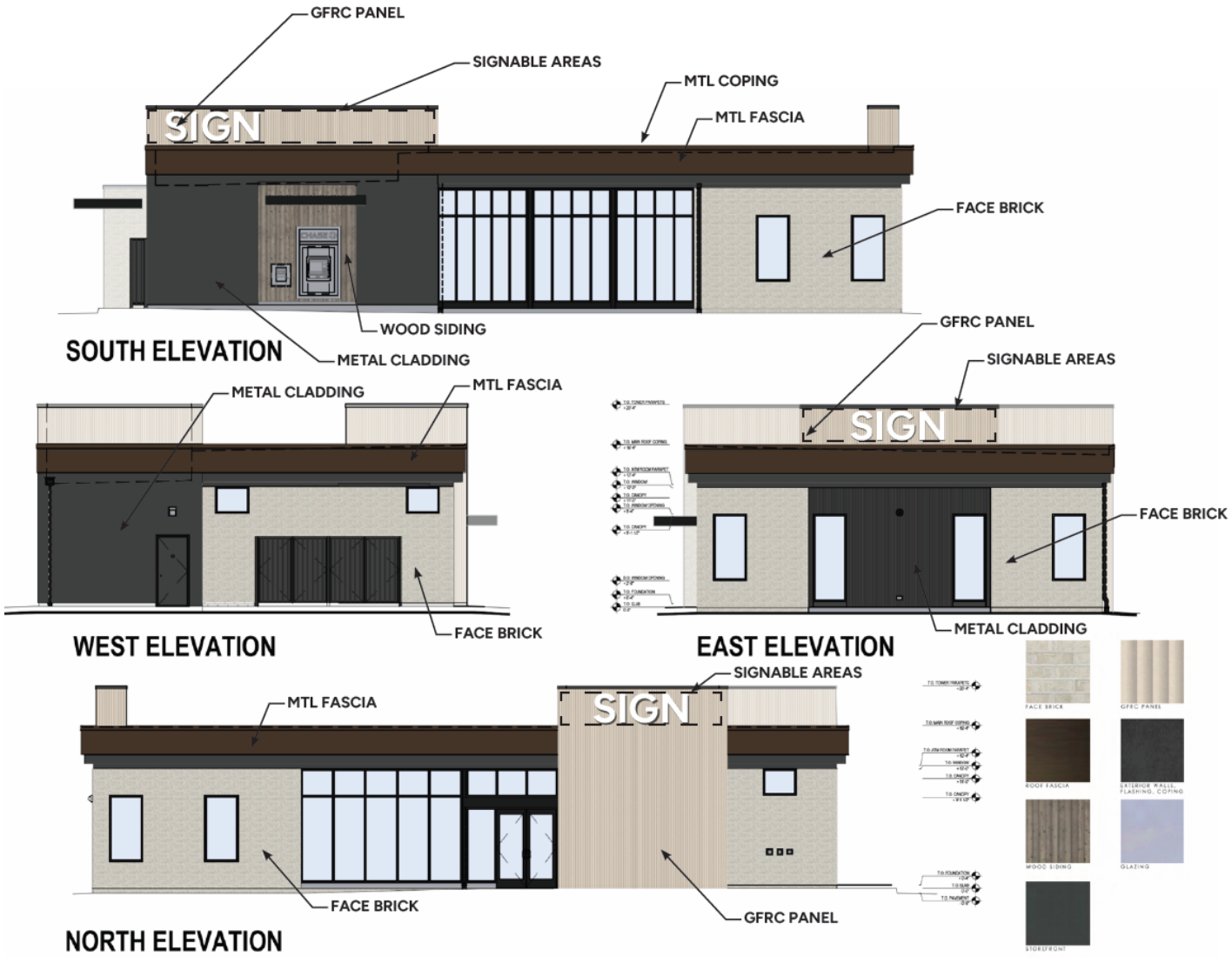
Building Area: +/-24,000 SF

Signage Allowance
Frontage Length: 124 Linear Feet
Total Signage Allowed within signable areas of facade:
West Elevation: 248 SF
North Elevation: 200 SF
East Elevation: 200 SF
South Elevation: 200 SF



Note: Key Plan For building location reference only. Refer to civil plans for site details

COMMERCIAL ARCHITECTURE – BUILDING J

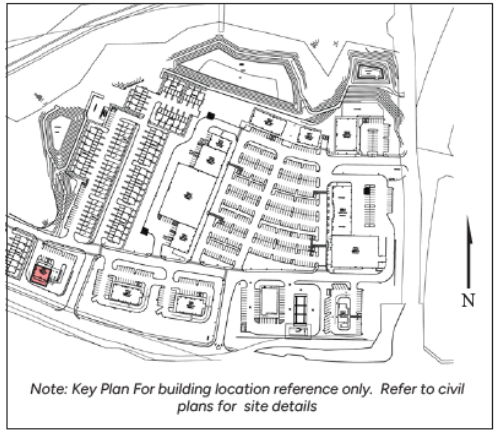


Retail Shops Building J

Typical Parapet Height: 16'-4"

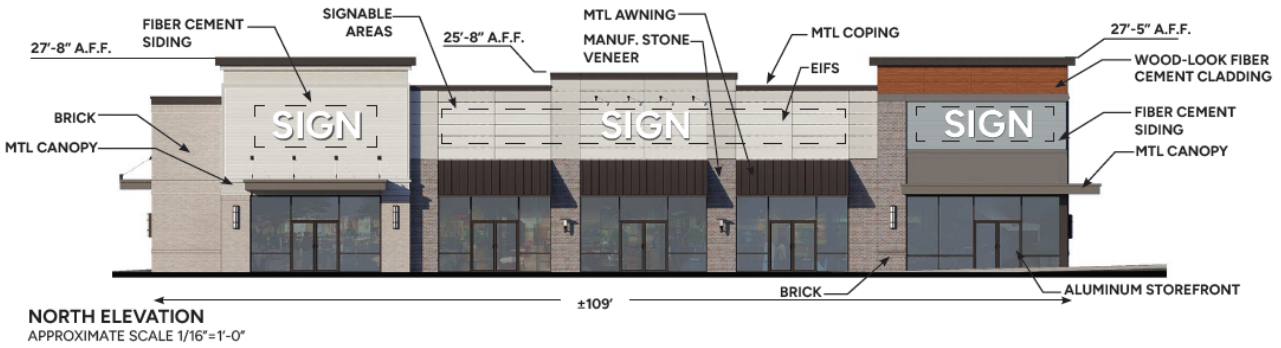
Building Area: +/-3,193 SF

Signage Allowance
Frontage Length: 74.3 Linear Feet
Total Signage Allowed: 148.6 SF within signable areas of facade

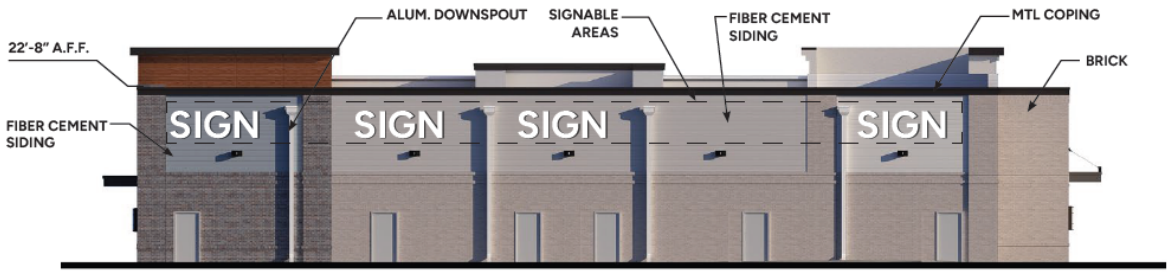


Note: Key Plan For building location reference only. Refer to civil plans for site details

COMMERCIAL ARCHITECTURE – BUILDING K



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



SOUTH ELEVATION
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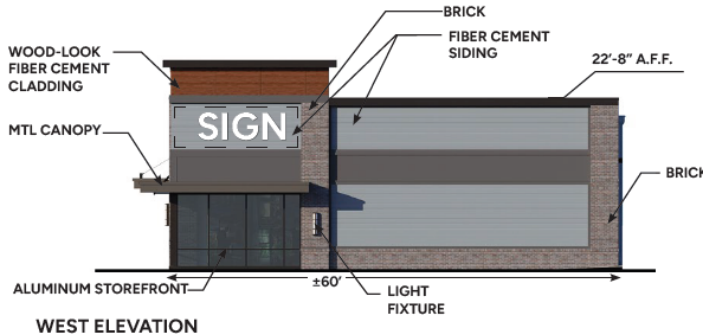
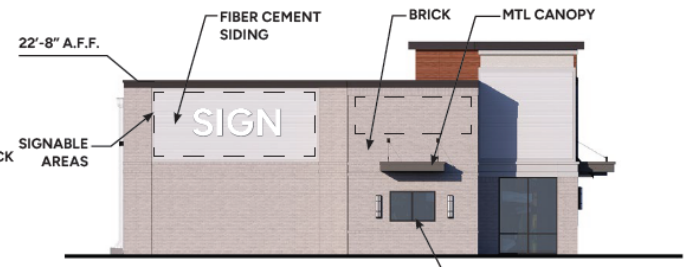


WEST ELEVATION
NOT TO SCALE



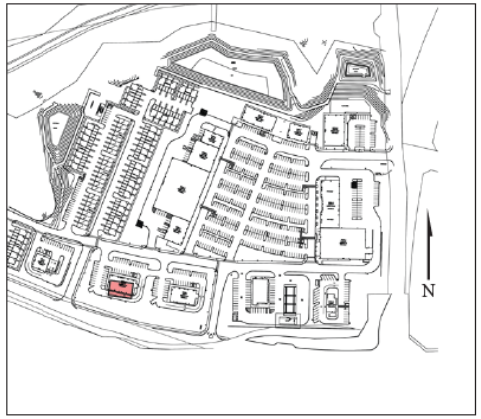
EAST ELEVATION
NOT TO SCALE

Retail Shops Building K

Typical Parapet Height: 24'-0"

Building Area: +/-6,700 SF

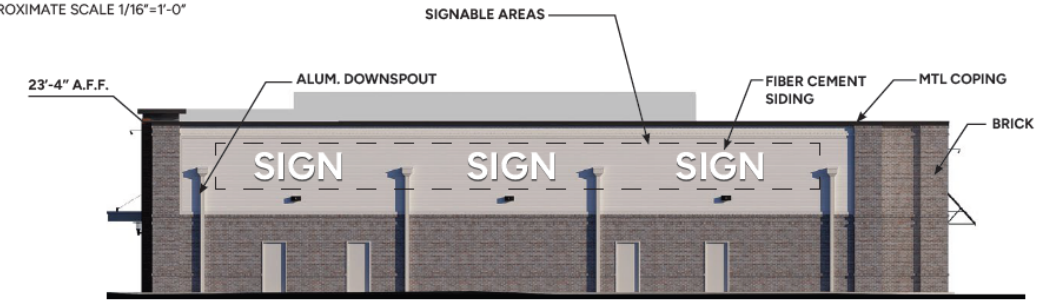
Signage Allowance
Frontage Length: 99 Linear Feet
Total Signage Allowed: 198 SF within signable areas of facade



COMMERCIAL ARCHITECTURE – BUILDING L



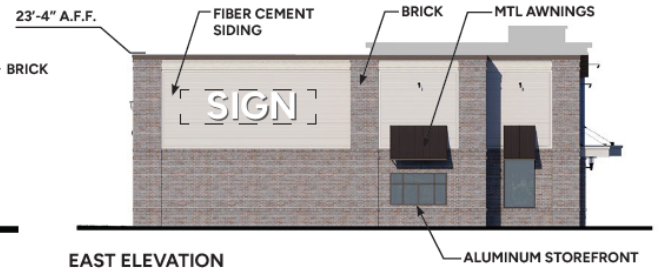
NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
NOT TO SCALE



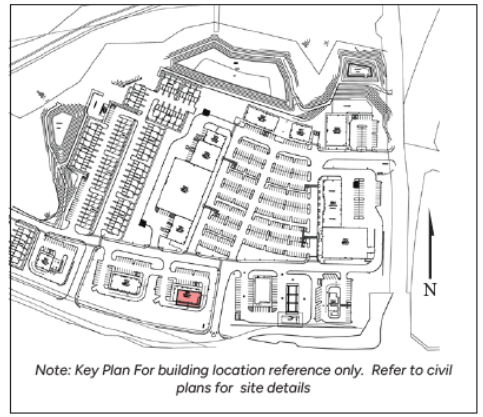
EAST ELEVATION
NOT TO SCALE

Retail Shops Building L

Typical Parapet Height: 24'-0"

Building Area: +/-6,000 SF

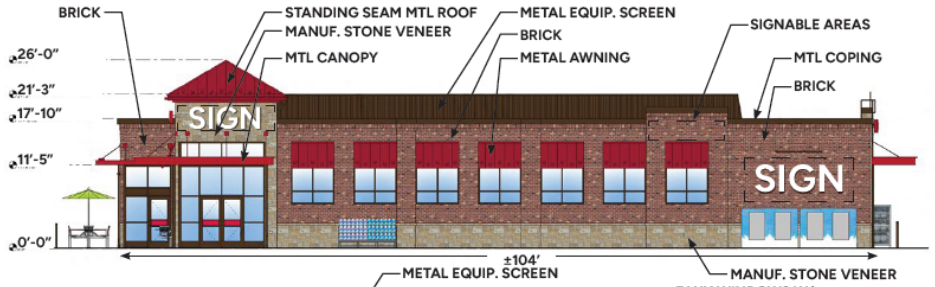
Signage Allowance
Frontage Length: 99.5 Linear Feet
Total Signage Allowed: 199 SF within signable areas of facade



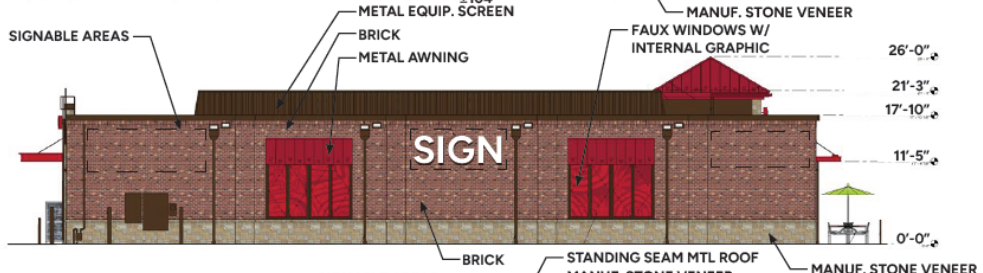
Note: Key Plan For building location reference only. Refer to civil plans for site details

COMMERCIAL ARCHITECTURE – BUILDING M

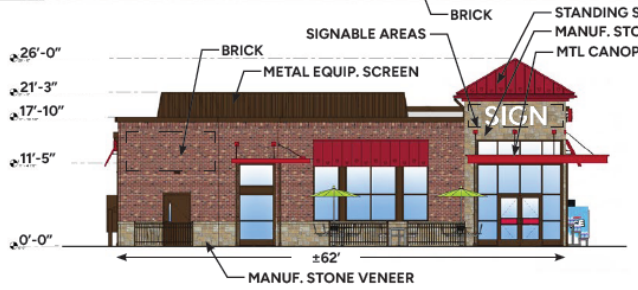
EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



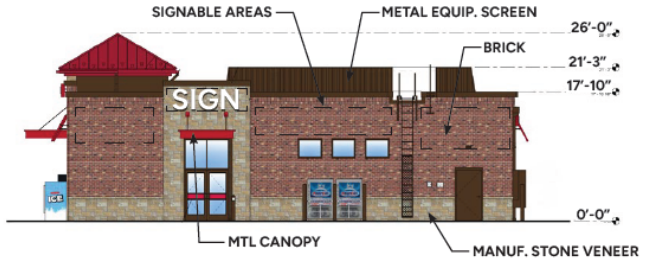
WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

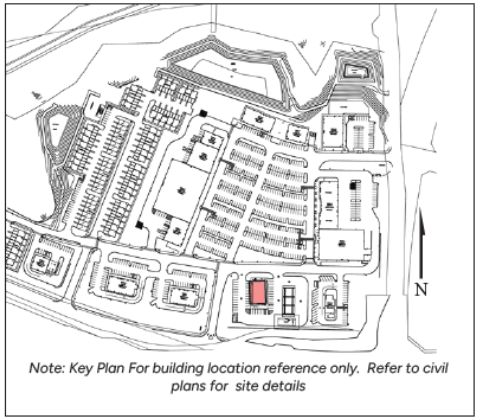


Retail Shops Building M

Typical Parapet Height: 17'-10" w/ 21'-3" Equipment Screen

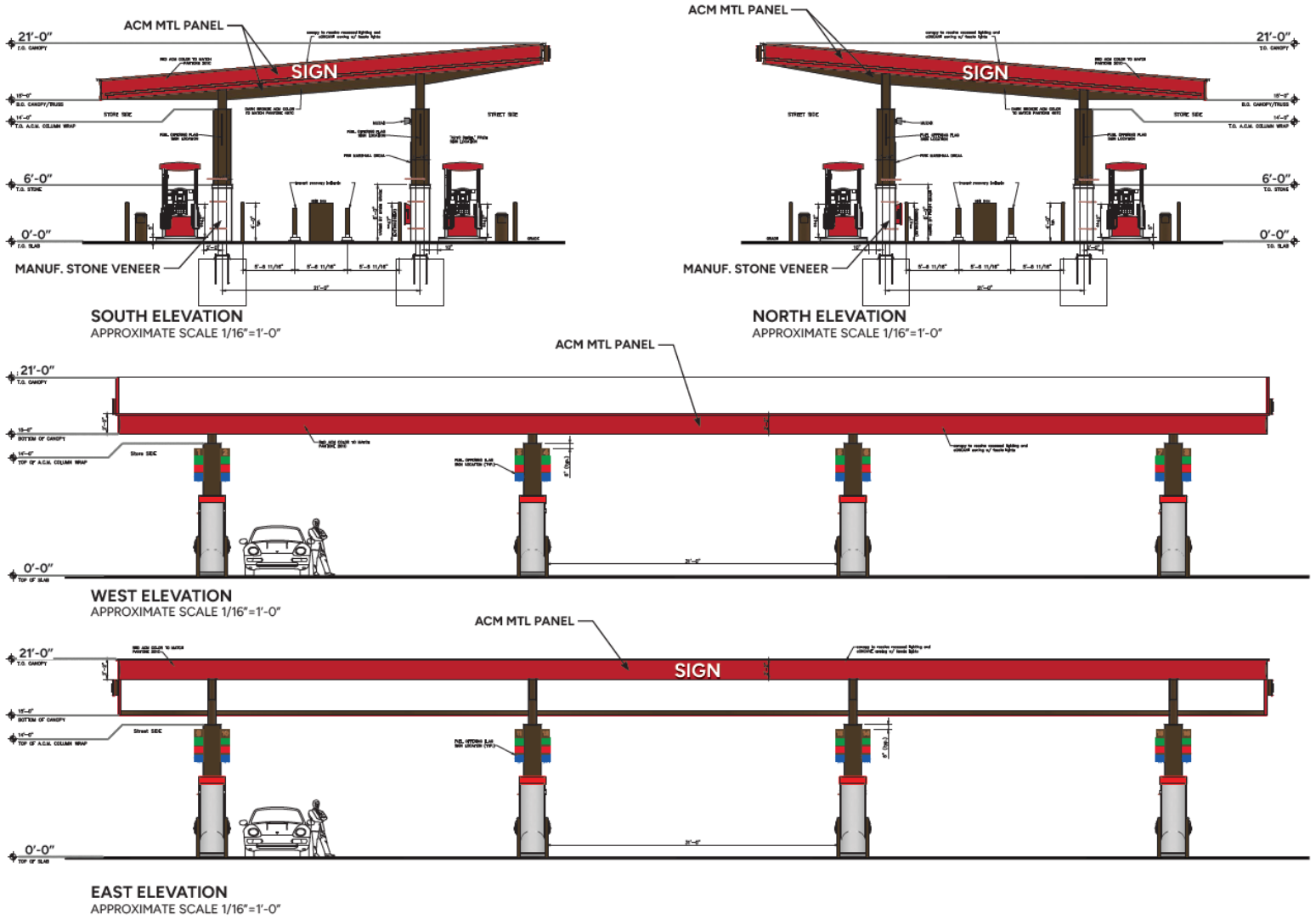
Building Area: +/-6,132 SF

Signage Allowance
Frontage Length: 104 Linear Feet
Total Signage Allowed: 208 SF within signable areas of facade



Note: Key Plan For building location reference only. Refer to civil plans for site details

COMMERCIAL ARCHITECTURE – BUILDING M GAS CANOPY





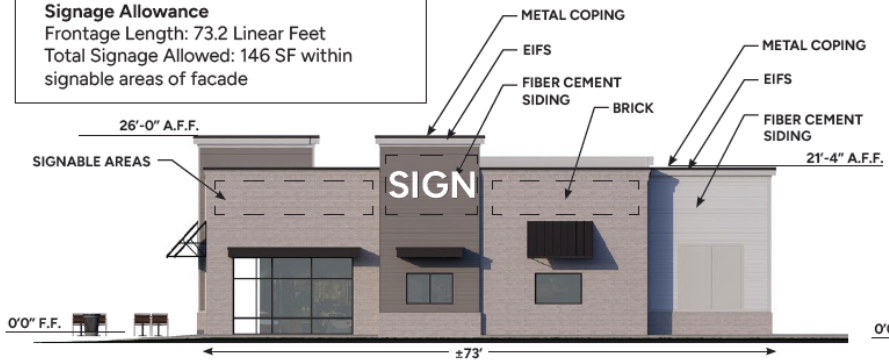
COMMERCIAL ARCHITECTURE – BUILDING N

Retail Shops Building N

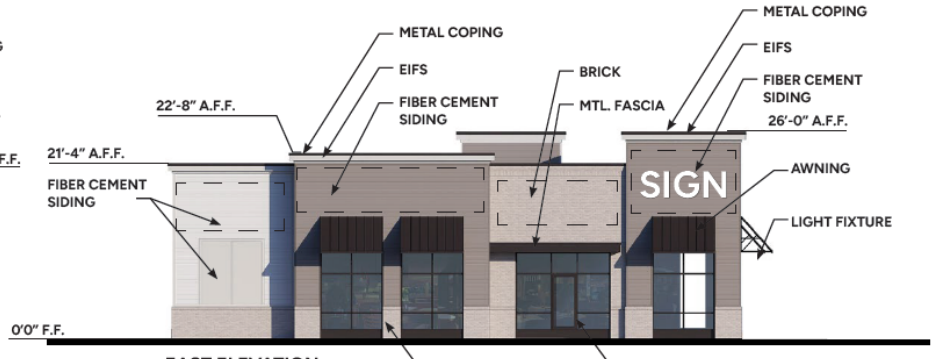
Typical Parapet Height: 21'-4"

Building Area: +/-2,490 SF

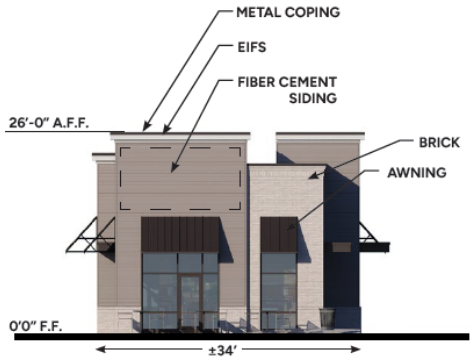
Signage Allowance
Frontage Length: 73.2 Linear Feet
Total Signage Allowed: 146 SF within signable areas of facade



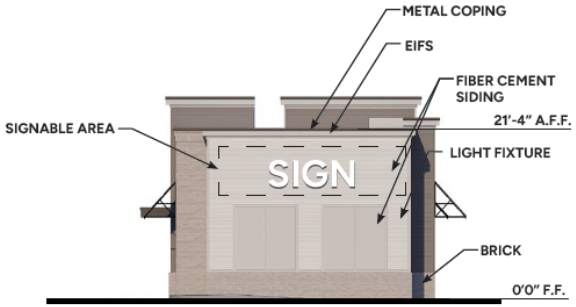
WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

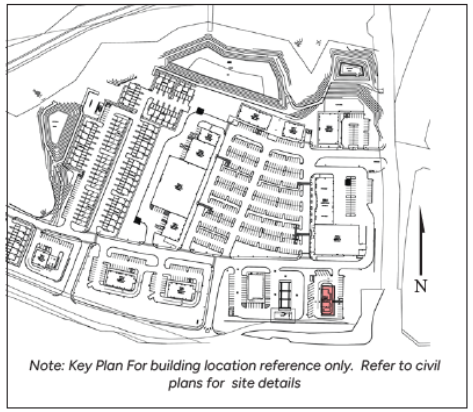


NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Note: For Illustration Only. Building Design Per Future Tenant



Note: Key Plan For building location reference only. Refer to civil plans for site details

RESIDENTIAL ARCHITECTURE – HARRINGTON AND WENTWORTH



Typical Front Elevation Type 1
Scale: 1/16"=1'-0"

PROPOSED EXTERIOR FINISHES

Siding: Cementitious on front sides, and rear
Masonry: Brick on front, sides, and rear with min. 60% coverage on building string.
Roofing:
-Main Roof - Asphalt Composition Shingles
-Bay Windows - TPO Membrane

Trims - PVC or Equiv. typical on doors and Siding
Rear Decks: Composite Decking with Vinyl Rails
Garage Door: Steel



Typical Side Elevation (High Vis) - Type 1 (Type 2 Similar)
Scale: 1/16"=1'-0"



Typical Front Elevation Type 2
Scale: 1/16"=1'-0"



Typical Rear Elevation (High Vis) - Type 1 and 2
Scale: 1/16"=1'-0"

RESIDENTIAL COMMUNITY BUILDING

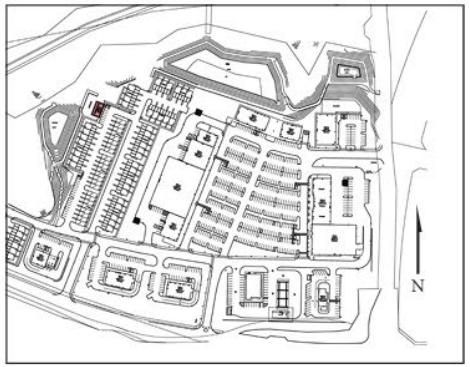


Note: For Illustration Only. Final building dimensions and door/window locations may change according to final amenites program. Finishes to match approved residential building finishes.

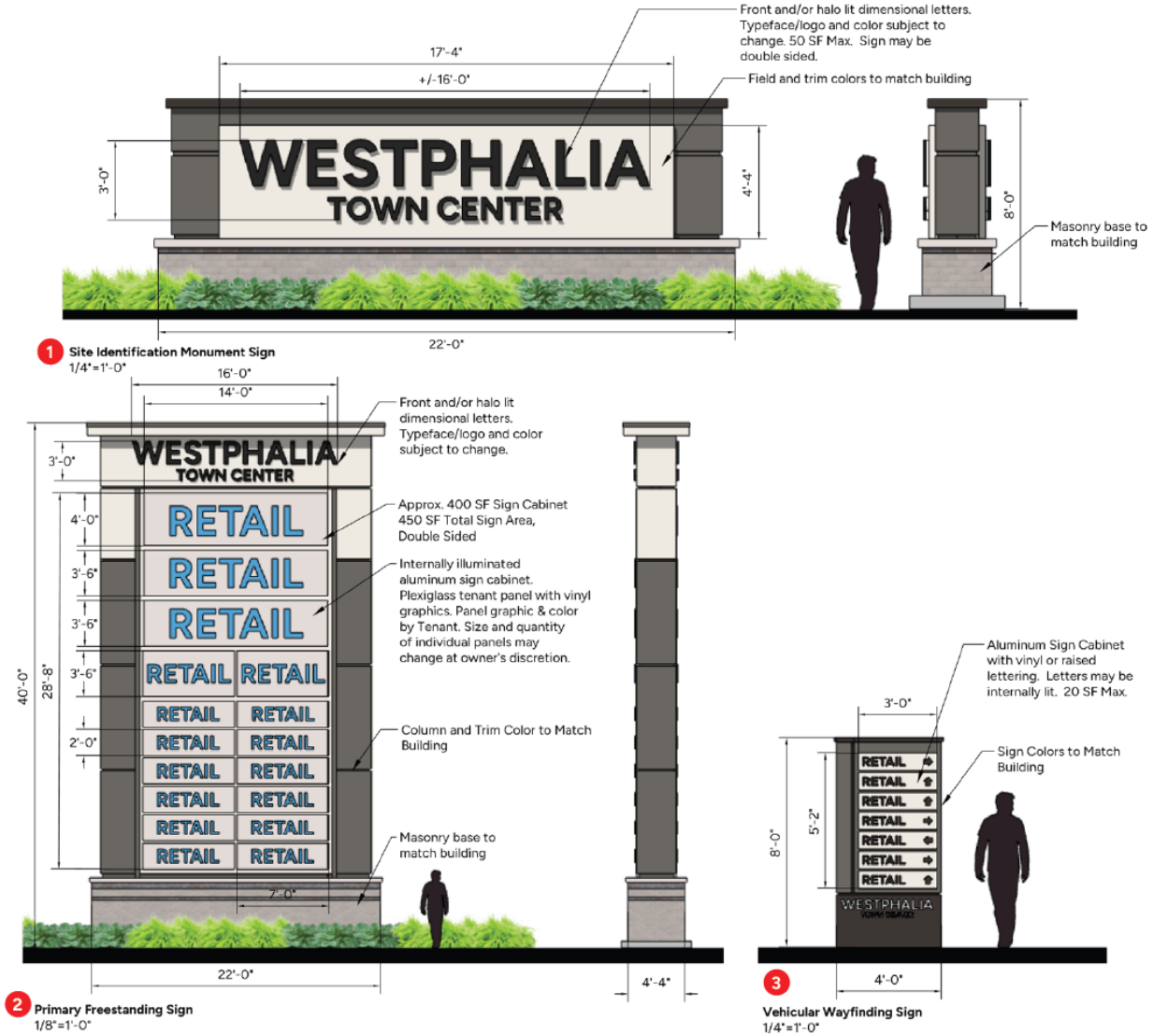
Residential Community Building

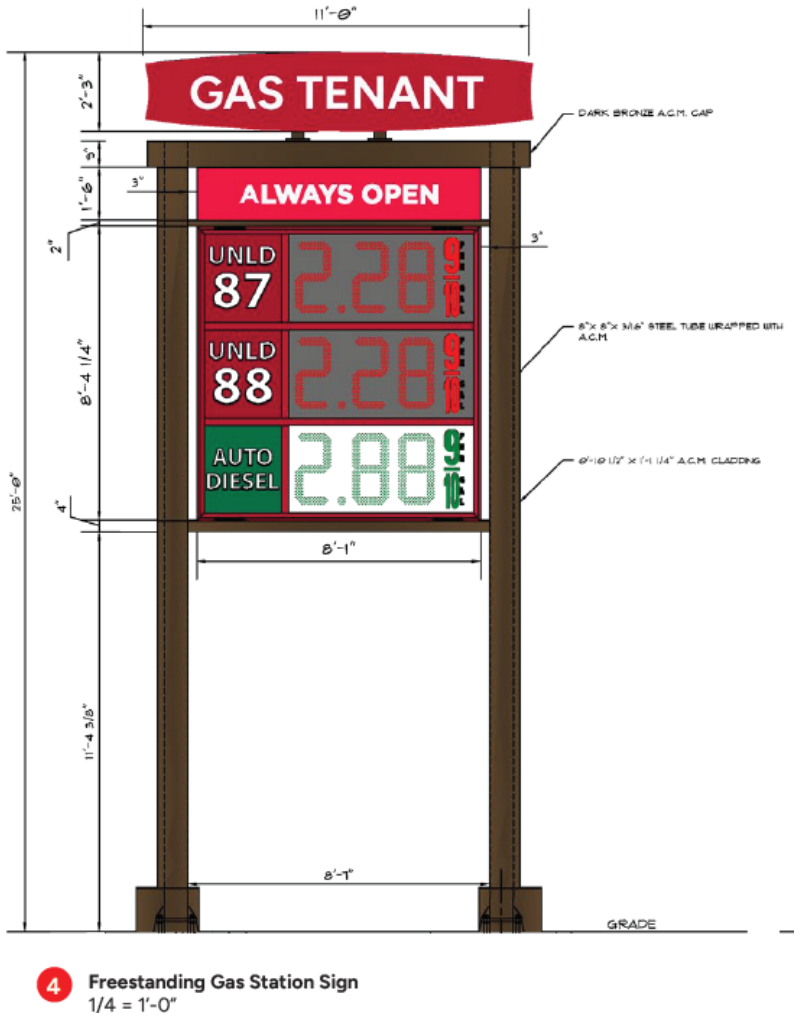
Approximate Height: 17'-0"

Building Area: +/-1.100 SF

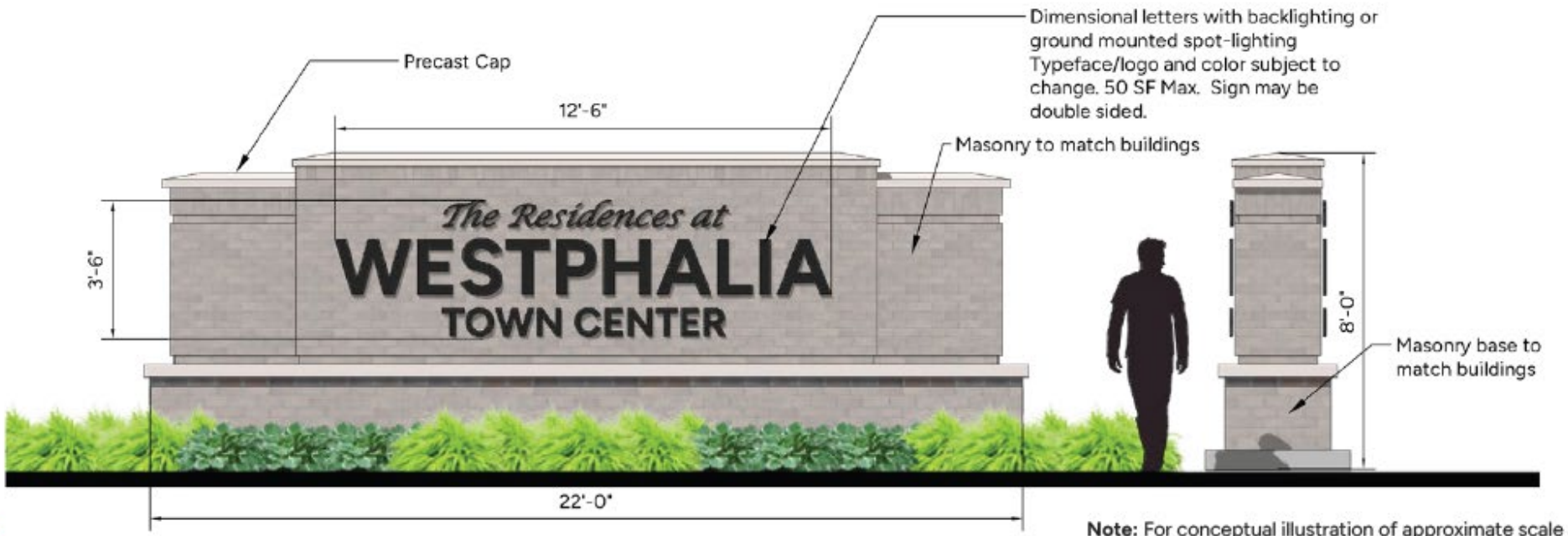


COMMERCIAL FREESTANDING SIGNAGE





RESIDENTIAL SIGNAGE



5 **Residential Site Identification Monument Sign**
1/4"=1'-0"

Note: For conceptual illustration of approximate scale and materials only, sign design and development branding subject to change. Sign finishes to match building finishes.

STAFF RECOMMENDATION

APPROVAL with conditions:

- Detailed Site Plan DSP-2026-0013, including an amendment to CSP-07004-01
- Type 2 Tree Conservation Plan TCP2-2026-0060

Issues:

- None

Applicant Required Mailings:

- Informational Mailing: 2/4/2026
- Acceptance Mailing: 6/25/2026

STATEMENT OF JUSTIFICATION

Westphalia Town Center – Retail (Pods A and B)
DSP-2026-0013

OWNER/APPLICANT:	Walton Westphalia Europe LP c/o Walton Development LLC #345 8800 N. Gainey Center Drive, Suite 345 Scottsdale, AZ 85258
ATTORNEY/AGENT:	Matthew C. Tedesco, Esq. Dominique A. Lockhart, AICP McNamee, Hosea, P.A. 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax mtedesco@mhlawyers.com dlockhart@mhlawyers.com
CIVIL ENGINEER:	Atwell, LLC Spencer Crabb 11721 Woodmore Road, Suite 200 Mitchellville, Maryland 20721 (301) 430-2000 scrabb@atwell.com
REQUEST:	A Detailed Site Plan and an amendment to Conceptual Site Plan CSP-07004-01 pursuant to Section 27-282(g), utilizing the prior Zoning Ordinance to develop up to 276 two-family attached (2-over-2) dwelling units and approximately 139,914 square feet of commercial/retail and institutional uses in the prior M-X-T Zone.

I. DESCRIPTION OF PROPERTY

1. Address – 9540 Marlboro Pike, Upper Marlboro, MD 20772.

2. Location – Located in the Northeast corner of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road). The subject property is in the lower southeast quadrant of the Westphalia Town Center project.

3. Proposed Use – Mixed use development consisting of up to 276 two-family attached (2-over-2) dwelling units and approximately 139,914 square feet of commercial/retail and institutional uses in the prior M-X-T Zone.

4. Incorporated Area – None.

5. Election District – 15.

6. Council District – 6.

7. Existing Lots and Parcels – Parcels 31 and W2 (Identified on PG Atlas as part of Parcel 81).

8. Total Gross Area – 65.88 acres.

9. Tax Map/Grid – 100 and A1.

10. Zoned: TAC-E (Current Zoning Ordinance); M-X-T (Prior Ordinance)/Military Installation Overlay - Height.

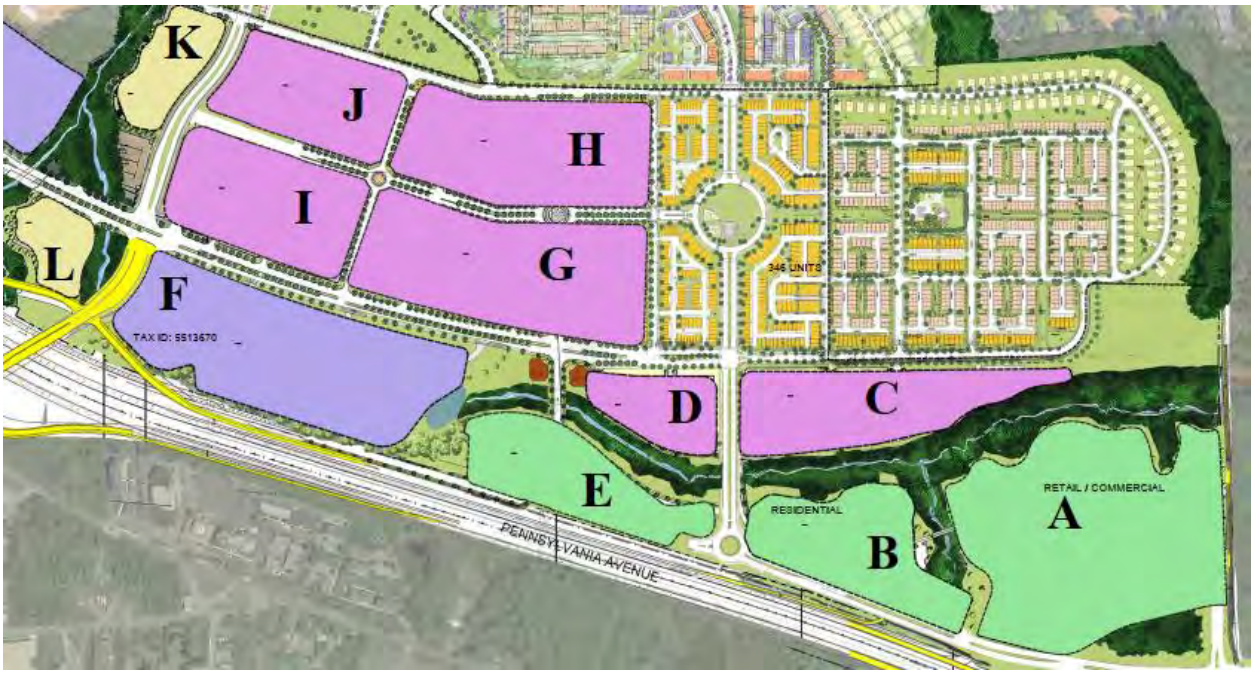
11. Zoning Map –207SE09

II. INTRODUCTION

Westphalia Town Center is comprised of an approximate 531.03± acre tract of land situated along the MD 4 (Pennsylvania Avenue) Corridor and adjacent to Andrews Air Force Base. Located within the Washington Metropolitan Region, the Town Center is ideally situated near major transportation routes in the County. Proximity to Pennsylvania Avenue (MD 4) provides a convenient connection to Suitland Parkway and the Capital Beltway. Future and existing businesses, residents, and visitors enjoy access to and from the Washington D.C. region as well as major metropolitan areas such as Baltimore to the north and Richmond to the south. Three major international airports, as well as AMTRAK, MARC, and a number of Metro Stations, are in reasonable proximity to the overall Westphalia neighborhood. Ongoing construction of the MD 4 / Suitland Parkway interchange is proceeding and the interchange of MD 4 and Woodyard Road has been completed. The owner /applicant anticipated and had hoped that it would be able to facilitate its vision of the town center as conceptually approved with CSP-07004 in 2009. However, given the current economic times and market conditions, the original vision for the town center is unrealistic and unachievable. Nevertheless, the applicant is proceeding with development that still achieves a unique and cohesive independent town center for Westphalia.

To facilitate development of the remaining areas of the Town Center, the applicant is pursuing two Conceptual Site Plan (CSP) amendments, along with other entitlements. The first CSP amendment is being filed for Pods A and B. This CSP amendment is being facilitated through the filing of a detailed site plan pursuant to Section 27-282(g), utilizing the prior Zoning

Ordinance. The case is currently under review and has been assigned application number DSP-2026-0013, the subject of this application.



The Westphalia Town Center, once complete, will offer an attractive and vibrant, living, working, dining, shopping, and leisure environment and destination. Given the size, scope and timeline for the project, the proposal has been designed to be organic and flexible so that uses and mix percentages can respond quickly to changing development circumstances, needs and priorities. The following information in this statement of justification pertains to the entitlement for Pods A and B, a Detailed Site Plan which also amends the original Conceptual Site Plan.

III. APPLICANT'S PROPOSAL

Walton Westphalia Europe, LP (hereinafter the "Applicant") is requesting the approval of a Detailed Site Plan and a Section 27-282(g) Conceptual Site Plan amendment for the property located at 9540 Marlboro Pike, Upper Marlboro, MD 20772, in the northeast corner of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road). The Subject Property is in the lower southeast quadrant of the Westphalia Town Center development. Consistent with the prior M-X-T Zone, the application proposes a mixed-use development with residential, commercial/retail, and institutional uses. The Detailed Site Plan is proposed to be developed with up to 276 two-family attached (2-over-2) dwelling units and approximately 139,914 square feet of commercial/retail and institutional uses in the prior M-X-T Zone.

The original Conceptual Site Plan CSP-07004 was approved by the Prince George's County Planning Board (PGCPB Resolution No. 08-189) and the resolution was adopted on January 29, 2009, with 34 conditions. On February 9, 2009, the District Council elected to review

the case, and on May 21, 2009, the Notice of Final Decision was issued. The Westphalia Town Center project was approved as a multi-stage development for a mixed-use, master-planned, regional urban community for up to 5,000 single-family detached, single-family attached, and multifamily dwelling units; approximately 5,900,000 square feet of commercial retail and office space; and three hotels with up to 600 rooms. Additionally, the site has a previously approved Preliminary Plan of Subdivision (PPS) 4-08002, for Westphalia Town Center, which was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)). The PPS approved 1,352 lots and 211 parcels for the development of 1,400,000 square feet of retail use, 4,500,000 square feet of office use, 172 detached dwelling units, 1,287 townhouse units, 424 miscellaneous attached dwelling units, and 2,473 multifamily dwelling units. PPS 4-08002 covered 482.57 acres of land.

The area of the CSP amendment is comprised of Parcels 31 and W2 (identified on PG Atlas as part of Parcel 81) within Westphalia Town Center. At the time of the original conceptual approval (CSP-07004) in 2009, the owner/applicant reasonably anticipated advancing development consistent with the approved vision. However, materially changed market and planning conditions, particularly within the Westphalia area, have rendered the full realization of that original concept increasingly impracticable, as evidenced by the inability to facilitate the type, scale, intensity and density of development originally envisioned. As detailed herein, the economic and development environment in 2026 differs substantially from the conditions that informed the 2007–2009 approvals. Indeed, the lasting impacts of the COVID-19 pandemic, including shifts in market demand, disruptions to capital markets, elevated construction costs, and broader economic uncertainty, have significantly constrained the feasibility of the previously approved development program. These post-pandemic realities have required a recalibration of development expectations, phasing, and land use mix.

In parallel, applicable public policy has evolved to reflect these changing conditions. *Plan Prince George's 2035* ("Plan 2035"), adopted in 2014, acknowledged emerging market constraints and updated County land use policies accordingly. Further, WMATA's decision to remove the proposed Pennsylvania Avenue rail transit from its long-range planning has materially altered the transit-oriented framework that underpinned the original CSP approval, thereby affecting both market viability and development intensity assumptions for the Subject Property. In light of these cumulative changes, a re-examination of the prior approval framework is both warranted and necessary. The proposed Detailed Site Plan, therefore, incorporates targeted amendments to the CSP to ensure that development remains viable, implementable, and consistent with current market conditions and policy guidance. These amendments are narrowly tailored to facilitate the orderly and phased development of Pods A and B within the Westphalia Town Center, as depicted on the submitted plans, while preserving the overall intent of the project to the greatest extent feasible.

An overview of the requested Conceptual Site Plan amendments for the Subject Property (Pods A and B) are as follows:

1. Add residential uses;
2. Add institutional (day care) use;
3. Reduce the minimum retail square footage permitted from 900,000 square feet to 139,000 square feet;

4. Revise CSP-07004-01 conditions 1(a)(1)(3) and 31(a);
5. Delete CSP-07004-01 condition 2(j) and 31; and
6. Revise circulation network and building layout.

ORIGINAL CSP-07004 PODS A and B



AMENDED CSP - PODS A and B



The original CSP approved up to a maximum of 5,000 dwelling units for the entire Town Center project. Pursuant to Section 27-544(f)(2)(A), the maximum percentage of attached dwelling units, which includes, but is not limited to townhouses, two-over-twos, and triplexes, shall be fifty percent (50%) of the total units in the project (or 2,500 single-family attached dwelling units). With the proposed DSP for the Retail portion (Pods A and B), the total number of dwelling units proposed is within the allotment permitted under the original CSP. The subject Detailed Site Plan is conceptually proposed to be developed with up to 276 two-family attached (2-over-2) dwelling units and approximately 139,914 square feet of commercial/retail and institutional uses in the prior M-X-T Zone.

Below is a chart depicting the overall unit count for the Westphalia Town Center project to date:

WESTPHALIA TOWN CENTER – APPROVED UNIT COUNT			
	SINGLE-FAMILY ATTACHED	**SINGLE-FAMILY DETACHED**	**TOTAL DWELLING UNITS**
Westphalia – North (DSP-19062)	605	34	639
Westphalia – East (DSP-19009)	580	75	655
Westphalia - Phase 1 (DSP-13006)	346	0	346
Approved to Date	**1,531**	**109**	**1,640**

WESTPHALIA TOWN CENTER – PROPOSED UNIT COUNT*			
	SINGLE-FAMILY ATTACHED	**SINGLE-FAMILY DETACHED**	**TOTAL DWELLING UNITS**
Westphalia – Retail (DSP-2026-0013)	276	0	276

* If the subject application is approved, the total single-family attached dwelling unit count increases to 1,807 dwelling units (1,531 + 276 = 1,807). With the subsequent application for Westphalia Town Center – West, the Applicant intends to request a CSP amendment and new PPS to increase the overall residential density. For the purposes of this DSP, the proposed number of residential dwelling units is within the allotment previously approved with CSP-07004.

The proposed Development Summary for DSP-2026-0013 is as follows:

	PROPOSED
Zone	M-X-T
Gross Acreage	65.88
Floodplain	9.92
Net Acreage	55.96
Dwelling Units	276 Two-Family Attached (2 over 2)
Lots	-
Parcels*	2 (Parcels W2 and 31)
Square Footage/GFA	139,914 SF
Floor Area Ratio	Provided on site plan cover sheet

* (Identified on PG Atlas as part of Parcel 81).

Transitional Provisions:

The Subject Property was in the prior M-X-T (Mixed-Use, Transit Oriented) Zone within the Westphalia Town Center. As a result of the County-wide Sectional Map Amendment (CMA), the property was placed in the TAC-E (Town Activity Center – Edge) Zone. This application is being reviewed and evaluated in accordance with the prior M-X-T Zone and the prior Prince George's County Zoning Ordinance, pursuant to Sections 27-1704 and 24-1704 of the Zoning Ordinance.

Section 27-1704(a) provides, "development approvals or permits of any type approved under . . . Subtitle [27] or Subtitle 24 of this Code prior to April 1, 2022 remain valid for the period of time specified in the Zoning Ordinance or Subdivision Regulations . . . [and] [i]f the approval is for a CSP . . ., it shall remain valid for twenty years from April 1, 2022." Furthermore, Section

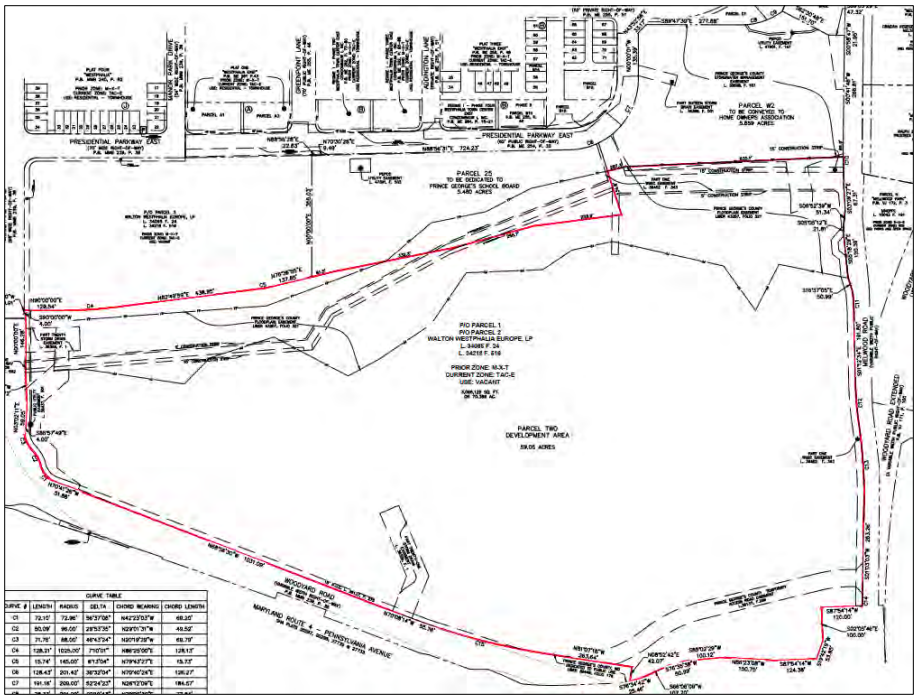
27-1704(b) provides, "[u]ntil and unless the period of time under which the development approval or permit remains valid expires, the project may proceed to the next steps in the approval process (including any subdivision steps that may be necessary) and continue to be reviewed and decided under the Zoning Ordinance and Subdivision Regulations under which it was approved." Consequently, CSP-07004 is "grandfathered."

Section 27-1704(e) further provides that "[s]ubsequent revisions or amendments to development approvals or permits 'grandfathered' under the provisions of this Section shall be reviewed and decided under the Zoning Ordinance under which the original development approval or permit was approved . . . ." Finally, Section 27-1704(n)(2) provides that "[n]otwithstanding any other provision in this Ordinance to the contrary, . . . projects zoned M-X-T (Mixed Use – Transportation Oriented) under the prior Zoning Ordinance with an approved Conceptual Site Plan(s), Preliminary Plan(s) of Subdivision, Detailed Site Plan(s), and/or Final Record Plat(s), and which consist of more than four hundred (400) residentially-zoned lots or dwelling units or more than one hundred and fifty (150) gross acres of land designated for nonresidential uses, or both, which was/were valid on or before March 31, 2022 . . . may during the entire validity period of the project's Conceptual Site Plan(s), continue to complete the development and/or make revisions or amendments thereto, which may include site modifications, expansions, building reconstruction (but not to include reconstruction of the entire project) and changes in occupancy or ownership." Subsection (n)(2) goes on to provide that "[d]uring the period while the Conceptual Site Plan(s) remains valid, the project shall also have access to the use table of the M-X-T (Mixed Use – Transportation Oriented) Zone of the prior Zoning Ordinance for any purpose including use and occupancy permits for new tenants of any type. Revisions or amendments may include revisions or amendments to the approved Conceptual Site Plan(s), Preliminary Plan(s) of Subdivision, and/or Detailed Site Plan(s)."

IV. COMMUNITY & SETTING

DSP-2026-0013 covers Pods A and B of the Westphalia Center development and proposes the development of residential and retail uses on two parcels. The subject area of the DSP corresponds to Parcel 31 and a southern portion of Parcel W2 (an open space parcel) as shown on the approved PPS 4-08002. This area is currently identified as part of Parcel 81 on PG Atlas.

The property is located in the Town Activity Center – Edge (TAC-E) Zone and is overlaid by the Military Installation Overlay (MIO) Zone with height restrictions. However, this DSP application is filed pursuant to the prior Zoning Ordinance and under the prior Mixed Use-Transportation Oriented (M-X-T) and M-I-O zones which previously applied to the property.



The subject property is bounded to the north by residential uses in the TAC-E/MIO Zones (prior M-X-T/M-I-O Zones); to the south by MD 4 and undeveloped land in the CGO/MIO Zones (prior M-X-T/M-I-O Zones) beyond; to the east by Melwood Road and undeveloped land in the LCD/MIO, ROS/MIO, and AR/MIO Zones (prior R-S/M-I-O, R-O-S, and R-A/M-I-O Zones) beyond; and to the west by MD 373 and undeveloped land beyond in the TAC-e Zone (prior M-X-T/M-I-O Zones).

V. SECTOR PLAN/GENERAL PLAN CONFORMANCE

The Subject Property is within the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA), which rezoned the subject property from the I-3 and R-A Zones to the M-X-T Zone. (Table 5: Proposed Zoning Changes, SMA Change 1). In this area, the sector plan recommends development of an urban mixed-use town center with a defined core, edge, and fringe, including mixed residential and nonresidential uses at medium to high densities and intensities, ample public spaces suitable for public events, and a strong emphasis on pedestrian- and transit-oriented design. Upon approval of the sector plan in 2007, the overall boundaries for this town center were defined, as were internal boundaries for a center Core, Edge, and Fringe. These boundaries were based on General Plan policies and strategies and the Westphalia Center development concept envisioned and illustrated at that time. The Fringe Area, in which the Subject Property is located, was envisioned to provide "distinct and cohesive districts of commercial, office, employment, and institutional uses in campus like settings that are separate from the core and have greener character and setting by abutting parkways, parks, and green spaces fronting MD 4." (p. 27)

However, changing markets and the decision by WMATA to remove rail transit on Pennsylvania Avenue from its long-range planning have resulted in a rethinking of the potential development of the site, and requires a re-examination of the concept as previously depicted within the Sector Plan. The 2007 Sector Plan, along with CSP-07004 (as amended), envisioned a high density mixed-use town center anchored by a Metrorail terminal. Plan Prince George's 2035 ("Plan 2035"), adopted in 2014 recognized some of these differences and County land use policies have been updated to reflect those changing circumstances, and reclassified the Westphalia Center from a regional center to a local town center. The different classifications of centers have a significant effect on the kind of development envisioned for the Center as will be further detailed and analyzed below. Plan 2035 also states that planning documents which were duly adopted and approved prior to the date of adoption of Plan 2035, including the sector plan, remain in full force and effect, except the designation of tiers, corridors, and centers, until those plans are revised or superseded by subsequently adopted and approved plans (Plan 2035, page 270). (PGCPB No. 09-93(A), p. 62-63)

Additionally, over the course of 2025, the Prince George's County Planning Department completed a comprehensive modernization of the Plan Evaluation Program (PEP) to support the Planning Board's statutory responsibility to evaluate adopted plans on a six-year cycle. As part of this effort, staff completed 36 standardized progress reports, one of which included the Westphalia Town Center Sector Plan. The recommended next step for the Sector Plan was a major plan amendment. That effort was started in 2025, as initiated in CR-082-2025, but was not completed due to time constraints. Notwithstanding, CR-082-2025, among other things, acknowledged that an update to the Sector Plan is necessary to implement the recommendations of Plan 2035, reflect and plan for current and anticipated market potential for the sector, and identify a preferred land use pattern for the future growth and development of this Local Town Center.

The applicant agrees, and the proposed development is more consistent with expressed community desires and Plan 2035's recommendations to downgrade this area as a Local Town Center, as further discussed below.

Plan 2035

Plan Prince George's 2035 ("Plan 2035") was approved in 2014 as the County's new General Plan. It places the Property in the Westphalia Local Town Center, with a future land use recommendation of Mixed-Use. The site is also within the Established Communities Growth Policy Area. The vision for the Established Communities area is most appropriate for context sensitive infill and low- to medium-density development (p. 20).

Once shown as a major urban development, Plan 2035 re-envisions the overall Westphalia project as a dense suburban Local Town Center and more auto-related than originally planned in 2007. Plan 2035 designates 26 Local Centers, which includes new Purple Line stations, as focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in

their cores and where transit service is available. Town Centers will often be larger in size and may rely more on vehicular transportation. (p.19)

Defining characteristics of local centers include: a new housing mix of low-rise apartments and condos, townhomes, and small, single-family lots ranging from 10 to 60 dwelling units per acre; a floor area ratio for new commercial development ranging from 1.0 to 2.5; and development that is largely automobile-oriented with access from arterial highways, with limited bus service along with on-demand bus service (Table 16, p. 108; also Map 11: Growth Policy Map, page 107).

DSP-2026-0013 proposes to be developed with a mix of housing types and uses, including approximately 276 two-family attached (2 over 2) dwelling units, and 139,914 square feet of commercial/retail and institutional uses. Three (3) access points are shown along Woodyard Road (an arterial roadway) and one (1) access point is shown along Melwood Road (a local/historic roadway)..

Updates to the development plan for Pods A and B keeps with Plan 2035, which represents a new vision for future growth and development in the County, as well as new implementation tools, priorities, and strategies around regional and town centers. Applicable policies relating to development within local town centers are noted below:

Land Use Policy 7 - Limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers (p.114).

Land Use Policy 9 - Limit the expansion of new commercial zoning outside of the Regional Transit Districts and Local Centers to encourage reinvestment and growth in designated centers and in existing commercial areas. (p.116)

The proposed development presents the County with a unique opportunity to develop a truly comprehensive mixed-use development in a Local Town Center that serves both the immediate residential neighborhoods, the County, and the Region. The variety of uses, building massing, and scales of this project will be ordered by a hierarchy of roadways, preservation areas, and landscaping treatments. The site has been designed to ensure an appropriate physical relationship to the transition areas between the residential and retail development areas through landscaping and the proposed circulation network.

Transportation Policy 1 - Ensure that countywide transportation improvements are integrated with and support the Plan 2035 vision and land use pattern (p.152).

The highly anticipated shopping center is located in a convenient, highway-oriented, and high-visibility area. This area is envisioned to be a retail center anchored by a grocery store use to serve the greater Westphalia sector. Emphasis will be placed on streetscape design and pedestrian circulation. Adequate parking will be provided for both the residential and retail uses.

Housing and Neighborhoods Policy 1 - Concentrate medium- to high-density housing development in Regional Transit Districts and Local Centers with convenient access to

jobs, schools, childcare, shopping, recreation, and other services to meet projected demand and changing consumer preferences, (p. 187).

As detailed on the site plan, the residential portion of the development is concentrated to avoid impacting the stream valley area to the north. To help diversify the housing product in the County, the Applicant is proposing a mix of single-family attached housing types. The proposed development features a variety of housing types and commercial uses interconnected with bikeways and walkways. The residential will be in close proximity to a mix of retail/commercial and institutional uses, including a grocery store. The proposed design also shows preservation of substantial sections of environmentally sensitive areas.

Maryland, like every state in the nation, is facing a housing crisis caused by a severe shortage of housing options and an insufficient supply of new homes to meet demand. Per a 2024 report completed by the Maryland Department of Housing and Community Development, Maryland is short 96,000 housing units. Per the report, over the last 10 years, Maryland has underproduced housing at a rate of 5,600 units per year on average. One of the many solutions presented included spurring housing construction to meet this need. The proposed mixed-use development on Pods A and B addresses these urgent needs by increasing housing supply in the Westphalia Area, an area designated for residential growth under the County's Master Plan.

Community Heritage, Culture, and Design Principle 7 - Promote thoughtful design in Local Centers and Regional Transit Districts. (p.206)

Community Heritage, Culture, and Design Policy 12 - Emphasize compact design strategies for new development and redevelopment in Regional Transit Districts and Local Centers (p.217)

The Local Town Center will be developed as a mixed-use community, with residential and retail along well-designed streets, to accommodate the vehicular, pedestrian, and bicycle activity that is anticipated. Pedestrian walkways and buffer areas will establish connections within residential areas, and between the residential and commercial areas. The pedestrian system will also provide the framework for connecting public and private open spaces, activity spaces, streetscapes, and buildings. These elements will reinforce the image and identity within this portion of the Westphalia Center as a distinct place and provide a sense of orientation and organization centering around the retail development. The revised layout depicts urban and streetscape design characteristics that represent the highest quality and attractiveness the market can offer.

Public Facilities Policy 11 - Focus new public infrastructure in the Regional Transit Districts and local centers, while maintaining existing infrastructure countywide to ensure the health, safety, and welfare of County residents (p.243)

Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low-

to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met," (p. 20). The surrounding neighborhood is primarily composed of residential uses. Continuing to utilize the MXT Zone allows the applicant to provide an avenue to neighborhood compatibility through the proposed mixed-use development. The development includes a variety of retail/commercial and institutional uses to complement the proposed and surrounding residential areas. This application meets the vision of Plan 2035's Established Communities because it proposes context-sensitive infill development that includes transportation improvements, preservation of environmentally sensitive areas, an amenity building, and sidewalks with bicycle/pedestrian connectivity. The development aims to crease a diverse, distinct, and walkable community in close proximity to highly desired retail uses.

Based on the Plan 2035 Five-Year Evaluation II published in December 2025, "[t]he growth of the local centers is still behind the growth target projections of 15,750 units by 2035, only reaching 38 percent (6,021 units) of the 2035 target." (p.18) The proposed residential portion of the mixed-use development will continue to concentrate residential growth in a local town center as envisioned by Plan 2035. The development overall commits to designing a distinct community that promotes walkability and convenient access between the residential and commercial areas.

Lastly, the proposed mixed-use development conforms with other applicable plans including the Retail Revitalization Guide published in 2023. The proposed shopping center anchored by a grocery store is highly anticipated by the larger Westphalia neighborhood, which is reflected in the Retail Guide. The guide mentions the Westphalia area specifically by noting the below:

> The existing retail offerings are not well-aligned with the spending habits of high-income earners or the development pipeline of higher-end housing units (concentrated in and around Westphalia in the east and far south of the Capital Beltway) slated for the market. The new housing will increase the demand and opportunities for top-quality tenants, particularly in prime locations, as a replacement for existing retail offerings.

(p.11)

The proposed retail area will be located in a convenient, highway oriented, high visibility area. When completed, the development will contain a grocery store, and a variety of other commercial uses traditionally located within a local neighborhood center. The mixed-use development has been designed to place emphasis on streetscape design and pedestrian circulation to accommodate patrons from the wider community.

VI. CRITERIA FOR APPROVAL OF A DETAILED SITE PLAN & DESIGN GUIDELINES

The following Sections of the Prince George's County Zoning Ordinance are applicable to this application.

Section 27-285. Planning Board procedures.

(b) Required findings.

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

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application (or any other previously approved applications as incorporated herein, as needed), the applicant contends that the proposed DSP represents the 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 the intended uses.

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

COMMENT: Section 27-282(g) of the Zoning Ordinance allows the detailed site plan to amend the CSP. DSP-2026-0013 proposes to amend CSP-07004-01with its review, as detailed further within this justification statement. An overview of the requested Conceptual Site Plan amendments for the Subject Property (Pods A and B) are as follows:

1. Add residential uses;
2. Add institutional (day care) use;
3. Reduce the minimum retail square footage permitted from 900,000 square feet to 139,000 square feet;
4. Revise CSP-07004-01 conditions 1(a)(1)(3) and 31(a);
5. Delete CSP-07004-01 condition 2(j) and 31; and
6. Revise circulation network and building layout.

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

COMMENT: Not applicable. DSP-2026-0013 is not a detailed site plan for infrastructure.

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or

restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

COMMENT: This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible, under Section 27-285(b)(4) of the prior Zoning Ordinance. The on-site REFs include streams, stream buffers, wetlands, wetland buffers, and steep slopes. The Type 2 Tree Conservation Plan (TCP2) submitted demonstrates the preservation of the on-site REFs consistent with zoning requirements and the desired development pattern.

Section 27-281. Purpose of Detailed Site Plans.

(b) General purposes.

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

(A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;

(B) To help fulfill the purposes of the zone in which the land is located;

(C) To provide for development in accordance with the site design guidelines established in this division; and

(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

COMMENT: The subject property was previously in the M-X-T Zone, and, pursuant to the Transitional Provisions (Sec. 27-1704) and previously grandfathered approvals, is being developed in accordance with the M-X-T Zone. The subject property was placed in the M-X-T Zone through the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA), which rezoned the overall Westphalia Town Center from the I-3 and R-A Zones to the M-X-T Zone. (Table 5: Proposed Zoning Changes, SMA Change 1). DSP-2026-0013 will provide development that is in accordance with the principles consistent with the orderly, planned, efficient and economical development envisioned in the County's Planning Documents; fulfills the purposes of the M-X-T Zone; and is in accordance with the applicable site design guidelines of the code. Each of these are further addressed below and depicted on the DSP submitted in conjunction with this application.

(c) Specific purposes.

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

(A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;

(B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: The District Council and the Planning Board previously determined that the redevelopment of the subject property was in conformance with the requirements of Part 10, Division 2, of the Zoning Ordinance with the review and approval of CSP-07004-01, and PPS 4-08002. DSP-2026-0013 depicts the specific location of all buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site, including all recreation facilities. This Detailed Site Plan will promote the purposes found in Section 27-281.

Section 27-283. Site Design Guidelines.

(a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).

(b) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development, and the specific zone in which it is to be located.

(c) These guidelines may be modified in accordance with Section 27-286.

COMMENT: Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word "should" when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. The Planning Board is authorized to approve a detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposes development for its intended (and *permitted*) use. (Emphasis added).

Specifically, the applicant offers the following:

Section 27-274. Design Guidelines

In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant demonstrate the following:

(1) General.

(A) The Plan should promote the purposes of the [Detailed] Site Plan.

COMMENT: The purposes of the Detailed Site Plan are found in Sections 27-281(b) and (c). This Detailed Site Plan will promote the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-X-T Zone in which the subject property is located. The overall Westphalia Town Center Community is a mixed use development consisting of a mix of residential

units and commercial, retail, and institutional use(s) permitted in the M-X-T Zone. The site plan gives an illustration as to the approximate location and delineation of all proposed buildings, parking, streets, green areas, and other similar physical features and land uses proposed for the site.

(2) Parking, loading, and circulation

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.

(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

COMMENT: DSP-2026-0013 will provide both garage parking for the residents and a centralized parking lots for patrons of the shopping center. Resident parking is shown on the lots it serves. Additional visitor parking spaces are located throughout the residential portion of the development. Surface parking is also located adjacent to the recreational amenity building. There are no large uninterrupted expanses of pavement. All of the primary parking has been located internal to the site to reduce its visual impact, and none of the parking is generally visible from outside the subject DSP. All loading areas to serve the proposed commercial development is screened in accordance with the Landscape Manual, and isolated from the residential dwellings. Multiple points of access are proposed to conveniently serve the mix of uses while securing safe and efficient vehicular and pedestrian circulation is provided. Sidewalks are proposed along all public and private roadways, and in front of the various tenant buildings, to provide safe and efficient pedestrian circulation, minimizing conflicts between pedestrians, cyclists, and vehicles. Crosswalks are clearly marked on the site plan connecting the various areas of the mixed-use development. The vehicular and pedestrian circulation routes are designed in accordance with the guidelines to ensure safe, efficient, and convenient traffic flow and access. All parking and loading spaces will be clearly marked and signed and are separated from conflicting vehicular circulation. A circulation exhibit and parking analysis is included with the submittal.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

COMMENT: This DSP, which proposes a mix of residential and commercial, retail, and institutional uses, anticipates at least some activities taking place in the evening and will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide the new residents, visitors, and patrons with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

COMMENT: The Subject Property is in the lower east corner of the overall Westphalia Town Center, in an area with a variety of scenic surroundings, including the preserved environmental features. This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible. The on-site REFs include streams, stream buffers, wetlands, wetland buffers, and steep slopes. The TCP2 submitted demonstrates the preservation of on-site REFs consistent with zoning requirements and the desired development pattern. All buildings will be designed to provide a modern, clean, and strong presence along road frontages. Other views and public areas will be emphasized through the use of sidewalks to collectively connect the various components of the project. This development will also create inviting and well-scaled main entrances from Woodyard Road and from Melwood Road.

(5) Green Area.

(A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.

COMMENT: Green area is dispersed throughout the property, and is provided on-site in accordance with the Landscape Manual as depicted on the Landscape Plan. The green areas are easily accessible for maintenance and provide separation between residential sticks and the non-residential uses. The connective green areas are mostly intended to provide open areas between development envelopes, and are not appropriate for hardscaping.

(B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

COMMENT: This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible. The on-site REFs include streams, stream buffers, wetlands, wetland buffers, and steep slopes. The TCP2 submitted demonstrates the preservation of on-site REFs consistent with zoning requirements and the desired development pattern.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

COMMENT: The Detailed Site Plan and Landscape Plan submitted with this application comply with the design guidelines outlined in sub-part (6). The proposed site and streetscape amenities will contribute to be attractive and coordinated with the development. That is, the site fixtures will be durable high-quality material and will be attractive, which will enhance the site for the future residents and patrons.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.

COMMENT: The property is partially wooded and currently vacant. As shown on the approved natural resources inventory (NRI), streams and steep slopes are found to occur on the property. The site features various steep slopes, with some steeper than 15 percent, and generally drains to the east. All grading and landscaping will help to soften the overall appearance of the improvements once constructed. To the fullest extent practical, all grading will be designed to minimize disruption to existing topography. No unnecessary grading, and no grading that unduly impacts natural resources on the site, is proposed.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive.

COMMENT: Service areas are not proposed with DSP-2026-0013. Trash and recycling service at the pool house will be the same as for the homes. Service and loading areas that will serve the shopping center are located in areas that are accessible, but not obtrusive. They will also be adequately screened from the public view as demonstrated on the site plan.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.

COMMENT: The overall massing of buildings and attention to scale for this project will help create pedestrian and public areas that will be convenient to the residents and patrons.

(10) Architecture.

(A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with section 27-277.

COMMENT: Architecture proposed with DSP-2026-0013 complies with the design guidelines outlined in sub-part (10). All residential architectural models to be used in the subject DSP are designed in accordance with the architectural guidelines established under the approved Umbrella Architecture Detailed Site Plan (DSP-13001). The applicant utilized various elements from the Umbrella Architecture DSP to ensure common elements are incorporated in this project. This will further work to tie the different communities in the Town Center together, while also providing

some uniqueness for builder branding and marketing/marketability. The residential architectural elevations utilized the guidelines in selection of the architectural design options, such as type of roof, elevation, building material, color, and other features, in order to assemble a high quality final residential product.

Separate architectural elevations have also been provided for the commercial/non-residential buildings. The elevations feature differences in roof forms and parapet heights; recesses and projections in the wall plane. Distinct changes in texture and color of wall surfaces are showed throughout the elevations. All primary pedestrian entrances into principal buildings will be clearly defined and emphasized using changes in the wall plane or façade materials. Rooftop mechanical equipment will be obscured by parapet walls extending above the roof and loading and utility areas are screened from adjacent residential with landscape buffers. Dumpsters will be shielded from view in attractive masonry enclosures. The commercial architecture is further described in the architectural plan set.









(11) Townhouses and Three-Story Dwellings.

(A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.

(B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at

right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.

(C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.

(D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.

(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

(F) Attention should be given to the aesthetic appearance of the offsets of buildings.

COMMENT: No townhouses are proposed. Notwithstanding, the layout of the two-family attached units for DSP-2026-0013 have been designed in an effort to, as much as possible; minimize the views of the rear of the units. The majority of units adjacent to the proposed public road have initially been designed to be parallel to the road so the backs of units do not front on the road. Landscaping will be provided in common areas which, along with street trees, will further screen and/or soften the units from the right-of-way. A variety of architectural elements are provided to promote individuality or aesthetically pleasing appearances with offsets of buildings.

VII. M-X-T ZONE SITE PLAN REQUIREMEMTS

Section 27-542. Purposes.

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

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

COMMENT: DSP-2026-0013 proposes to develop Pods A and B, which will include a mix of residential, commercial/retail, and institutional uses. The property is in a local town center, as stated in the Prince George's County Growth Policy Map of the 2014 Plan Prince George's 2035 Approved General Plan. The vision for local town centers is envisioned as supporting a range of auto-accessible centers that anchor larger areas of suburban subdivisions.

The overall town center will allow for an orderly development of land in the vicinity of three major interchanges along MD 4. Development of the Subject Property will enhance the economic status of the County and provide desirable employment, living, and recreation opportunities for its citizens.

(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 subject site is located within the Westphalia local town center, as shown on the Growth Policy Map of Plan 2035. Plan 2035 recommends a horizontal mix of uses throughout the center, directing medium to medium-high residential development, along with limited commercial uses, to these locations. These centers are envisioned as supporting walkability, especially in their core areas. The proposed mixed-use development aligns with the components envisioned by Plan 2035. This DSP will help to create a compact, mixed use, and walkable neighborhood, including a mix of residential, commercial/retail, recreational, open space, and institutional uses.

(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 proposed development plan takes full advantage of the development potential and mix of uses including residential, commercial/retail, and institutional uses in the M-X-T Zone, as envisioned by Plan 2035. The project also maximizes the development potential available by locating the mixed-use development in the vicinity of three major interchanges along Pennsylvania Avenue (MD 4), and by providing a layout that supports a compact, mixed-use, and walkable community.

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

COMMENT: Plan 2035 describes Local Town Centers as including more auto-oriented centers that anchor larger residential suburban subdivisions. In an effort to promote an effective and optimum circulation network, the mixed-use development is well served by a complete pedestrian, bicycle, and vehicular network seamlessly connecting the residential and non-residential

components of the site.

The overall development plan is for a mix of residential and nonresidential uses in close proximity to one another with a compact design, and an extensive network of roadways and sidewalks to facilitate walking and bicycling.

(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: Aligning with the designation of the site within a Local Town Center, the mix of uses proposed on-site, and the larger Westphalia Town Center area contributes to enhancing a dynamic 24-hour environment. The project will include a mix of residential and non-residential uses combined in a manner to ensure continuing functioning after workday hours to encourage a vibrant 24-hour environment.

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

COMMENT: The proposed development consists of a mix of horizontal uses which will integrate commercial/retail, institutional, and residential uses to serve the future residents and patrons of this site. There will be a mixture of housing types, commercial/retail uses, institutional uses, along with recreational amenities. Design details are integrated throughout the architecture, landscaping, streetscape, and circulation pattern to ensure the residential area blends seamlessly with the non-residential areas.

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

COMMENT: The structures and building façades proposed with this development will be varied and distinctive, providing residents, guests, and patrons with visual interest and variety from the streetscape. The residential, institutional, and commercial/retail uses will contribute to a dynamic functional relationship and a distinctive visual identity for the area. This residential section has been designed with a distinctive urban block pattern that incorporates alleys/private roadways, and will provide buffers and screening to transition to the non-residential uses. The commercial/retail area is anchored by a highly anticipated grocery store, with some tenant spaces fronting MD-4 in an area highly visible to passing motorists. The proposed day care center is located toward the rear of the subject property, in a more secluded area, providing safer circulation during drop-off and pick-up times. The proposed development builds on the character established in the larger Westphalia Town Center.

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

COMMENT: The overall development plan will promote optimum land planning through compact development, which will concentrate multiple uses in close proximity to ensure economies of scale and savings in energy. The project is also using several bioretention areas to control, clean, and contain stormwater runoff on the site so that the runoff is not released into the existing sewer system. In addition, various green building techniques will be applied both at the site level and building level. The public facilities and infrastructure of parking and roadways are beyond the scope of a single-purpose project.

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

COMMENT: The subject application is proposing a variety of dwelling unit types, a day care center, a mix of retail uses, and a grocery store. This pattern of development represents the goals of the M-X-T Zone, by bringing the mix of uses to a single site, with spaces suitable for adapting to market changes. Both the residential and commercial/retail components will allow for flexible responses to the market, promoting economic vitality, and investment.

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

COMMENT: The proposed development includes architectural elevations for both the residential and non-residential buildings. All residential architectural models to be used in the subject DSP will be designed in accordance with the architectural guidelines established under the approved Umbrella Architecture Detailed Site Plan (DSP-13001). The Applicant will utilize the guidelines to select architectural options, such as type of roof, elevation, building material, color, and other features, in order to assemble a high quality final residential product.

The site design will achieve a high-quality development in physical, social, and economic planning, both internally throughout the site between the various uses, and by promoting cross access with adjacent sites, which will support the larger Westphalia Town Center and further social interactions.

Section 27-544. Regulations.

(f) Regional Urban Community Regulations.

(1) A Regional Urban Community shall conform to the definitions, regulations, and requirements set forth in Sections 27-107.01, 27-276, and 27-508 of the Zoning Ordinance.

COMMENT: The Regional Urban Community continues to conform to the definitions, regulations and requirements of the cited sections. Additionally, the overall Westphalia Town Center is designed as a pedestrian and transit-oriented mixed-use regional center. Retail, housing, institutional, and public facility uses are located in close proximity. Emphasis is placed

on creating an identity that is efficient, aesthetically pleasing and diverse in land use, density and dwelling types.

(2) In addition to the definition, regulations, and other requirements set forth in Sections 27-107.01, 27-276, and 27-508 of this Code, the following regulations shall apply to a Regional Urban Community in the M-X-T Zone:

(A) The maximum number and type of dwelling units shall be determined at the time of the Conceptual Site Plan approval.

COMMENT: The original CSP approved up to a maximum of 5,000 dwelling units for the entire Town Center project. It was determined that the maximum percentage of attached dwelling units, which includes, but is not limited to townhouses, two-over-twos, and triplexes, shall be fifty percent (50%) of the total units in the project (or 2,500 single-family attached dwelling units). With the proposed DSP for the Retail portion (Pods A and B), the total number of dwelling units proposed is within the allotment permitted under the original CSP. The subject Detailed Site Plan is conceptually proposed to be developed with approximately 276 two-family attached (2-over-2) dwelling units, and approximately 139,914 square feet of commercial/retail and institutional uses.

Below is a chart depicting the overall unit count for the Westphalia Town Center project to date:

WESTPHALIA TOWN CENTER – APPROVED UNIT COUNT			
	SINGLE-FAMILY ATTACHED	**SINGLE-FAMILY DETACHED**	**TOTAL DWELLING UNITS**
Westphalia – North (DSP-19062)	605	34	639
Westphalia – East (DSP-19009)	580	75	655
Westphalia - Phase 1 (DSP-13006)	346	0	346
Approved to Date	**1,531**	**109**	**1,640**

WESTPHALIA TOWN CENTER – PROPOSED UNIT COUNT*			
	SINGLE-FAMILY ATTACHED	**SINGLE-FAMILY DETACHED**	**TOTAL DWELLING UNITS**
Westphalia – Retail (DSP-2026-0013)	276	0	276

* If the subject application is approved, the total single-family attached dwelling unit count increases to 1,807 dwelling units (1,531 + 276 = 1,807). With the subsequent application for Westphalia Town Center – West, the Applicant intends to request a CSP amendment and new PPS to increase the overall residential density. For the purposes of this DSP, the proposed number of residential dwelling units is within the allotment previously approved with CSP-07004.

(B) For Regional Urban Community developments in the M-X-T Zone, the woodland conservation and afforestation thresholds shall be fifteen percent (15%) with no requirement for on-site mitigation. A fee-in-lieu of $0.30 per square foot shall be required.

COMMENT: The submitted Type II tree conservation plan is in conformance with this requirement, as modified by applicable previous conditions of approval.

(C) Innovative stormwater management techniques may be used upon a finding that the techniques meet the purpose of the M-X-T Zone as set forth in Section 27-541(a)(2), including but not limited to the utilization of stream channel and floodplain enhancement and restoration. Stream restoration may be utilized to meet channel protection and water quality volumes.

COMMENT: The overall development plan will promote optimum land planning through compact development, which will concentrate multiple uses in close proximity to ensure economies of scale and savings in energy. Stormwater will be retained on-site. In addition, various green building techniques will be applied both at the site level and building level. Curbed planting areas, shade trees and planting are incorporated in the parking areas to assist in filter storm water runoff and for visual appeal.

Additionally, an approved SWM concept plan (SIT-01374-2025) is included with the subject application that notes stormwater from the proposed development will be treated by Environmental Site Design (ESD) practices and structural practice of underground storage pipe and dry ponds. Runoff during construction will be directed to sediment control devices such as super silt fence, inlet protection, sediment basins, and sediment traps.

The stormwater management (SWM) concept plan also indicates that the subject development will be designed with environmental site design strategies, including submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretention facilities. Twenty-two micro bioretention, ten bio-swale, and 2 submerged gravel wetland will be provided to treat impervious areas, and as shown on the plan view. The proposed revision to the CSP does not impact stream restoration requirement of prior approvals.

(D) No setback shall be required from the 100-year floodplain to the lot line. There shall be a twenty-five (25) foot setback from the building to the 100-year floodplain for residences as a building restriction line as set forth in Section 24-129.

COMMENT: No buildings or dwelling units are located within 25-feet of the 100-year floodplain as depicted on the detailed site plan.

(E) The maximum number of townhouse dwelling units per building group shall be ten (10). No more than thirty percent (30%) of the building

groups shall contain nine (9) to ten (10) dwelling units. All other townhouse building groups shall contain no more than eight (8) dwelling units.

COMMENT: No townhouses are proposed. Notwithstanding, no building groups contain 10 dwelling units. Majority of the building groups contain eight (8) or fewer dwelling units.

(F) The number of parking spaces required in the core area of the Regional Urban Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. The applicant shall submit the methodology, assumptions, and data used in performing the calculations with the Detailed Site Plan. The number of parking spaces within the core area of the Regional Urban Community shall be calculated based on the procedures described in Sections 27-574(b) and (c).

COMMENT: A parking analysis has been submitted for the proposed mixed-use development for Westphalia Pods A & B prepared by The Traffic Group. The analysis prepared documents the methodology, assumptions, and data utilized in determining the appropriate parking supply for Planning Board consideration at the time of Detailed Site Plan approval. The proposed site plan provides a total of 1,230 parking spaces, which exceeds the calculated base requirement of 983 spaces and therefore demonstrates that adequate parking is supplied to accommodate peak demand conditions.

(G) End units on townhouse building groups shall be a minimum of twenty (20) feet in width and the minimum building width of a contiguous attached townhouse building group shall be sixteen (16) feet per unit. A variety of townhouse sizes shall be provided, with a minimum gross living space of a townhouse unit shall be 1,500 square feet except that ten percent (10%) of the townhouse units may be reduced to 1,200 square feet.

COMMENT: The proposed dwelling units include up to 276 two-family attached (2-over-2) dwelling units.. A variety of unit sizes are provided.

(H) The minimum front setback from any public or private right-of-way may be reduced to seven (7) feet. In the core area, the public maintenance shall be one foot from back-of-curb to one foot to back-of-curb.

COMMENT: A lotting exhibit is included demonstrating conformance with this requirement.

(I) In the event that a major employment use or center is identified after the adoption of the applicable Sector Plan, the Conceptual Site Plan may be amended to provide appropriate guidelines for such development to be applied at Detailed Site Plan to integrate the use into

the surrounding development pattern. Such guidelines may include architecture, streetscape amenities, buffers and landscaping. Such guidelines shall be flexible to accommodate the requirements of the proposed employment use or center.

COMMENT: Noted. A major employment use or center is not proposed with the subject application.

Sec. 27-546. - Site plans.

(a) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.

COMMENT: The original Conceptual Site Plan CSP-07004 was approved by the Prince George's County Planning Board (PGCPB Resolution No. 08-189) and the resolution was adopted on January 29, 2009, with 34 conditions. On February 9, 2009, the District Council elected to review the case and on May 21, 2009, the Notice of Final Decision was issued. The Westphalia Town Center project is a multi-stage development for a mixed-use, master-planned, regional urban community approved for up to 5,000 single-family detached, single-family attached, and multifamily dwelling units; approximately 5,900,000 square feet of commercial retail and office space; and three hotels with up to 600 rooms. The proposed Detailed Site Plan(s) and any amendment to the CSP that will be needed to will facilitate the development for Pods A and B (the commercial/retail uses with some mixed-use residential development) is shown on the detailed site plan submitted and described herein. DSP-2026-0013 is being filed in contemplation and satisfaction of this Section.

(b) In addition to the information required by Part 3, Division 9, for Conceptual Site Plans, the following information shall be included on Plans in the M-X-T Zone:

(1) A general description of the pedestrian system proposed;
(2) The proposed floor area ratio;
(3) The type and location of uses proposed, and the range of square footage anticipated to be devoted to each;
(4) A general description of any incentives to be used under the optional method of development;
(5) Areas proposed for landscaping and screening;
(6) The proposed sequence of development; and
(7) The physical and functional relationship of the project uses and components.
(8) Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant (either wholly

or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in a specific public facilities financing and implementation program.

COMMENT: DSP-2026-0013 provides the information required by Section 27-546(b). The property was placed in the prior M-X-T Zone by the District Council through CR-13-2018. A traffic study was provided with the PPS and a trip cap was imposed on the development at that time.

(c) In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following information shall be included on Plans in the M-X-T Zone:

(1) The proposed drainage system;
(2) All improvements and uses proposed on the property;
(3) The proposed floor area ratio of the project, and detailed description of any bonus incentives to be used; and
(4) Supporting evidence which shows that the proposed 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 or within the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in a specific public facilities financing and implementation program, 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 plan approval, whichever occurred last.

COMMENT: DSP-2026-0013 provides the information required by this provision. Moreover, a finding of adequacy was made with the approval PPS 4-08002. On December 31, 2023, the Prince George's County Planning Board approved a six-year extension of PPS 4-08002. The new validity period was extended to December 31, 2029.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

COMMENT: DSP-2026-0013 is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a) of the prior Zoning Ordinance, as analyzed above. Section 27-282(g) of the Zoning Ordinance allows the detailed site plan to amend the CSP. The subject DSP proposes to amend CSP-07004-01, as necessary for Pods A and B. The proposed application results in a

superior design than what was previously approved by the Planning Board and aligns with the goals and policies of Plan 2035.

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

COMMENT: The Subject Property is within the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA), which rezoned the subject property from the I-3 and R-A Zones to the M-X-T Zone. (Table 5: Proposed Zoning Changes, SMA Change 1). In the discussion portion of Change Number 1 (Page 85) the SMA states:

> The M-X-T Zone is approved to promote implementation of the sector plan recommendation for mixed-use development within the Westphalia Town Center area. This zone allows high-density, urban pedestrian character within the center core and edge with supportive development in the fringe area.

Changing market conditions, together with WMATA's decision to remove the proposed Pennsylvania Avenue rail transit from its long-range planning program, have necessitated a fundamental reassessment of the development potential of the Subject Property and a corresponding re-examination of the concept as previously depicted in the applicable Sector Plan. The 2007 Sector Plan, as implemented through CSP-07004 (as amended), was premised on the presence of a Metrorail terminus and envisioned a high-density, mixed-use town center anchored by that transit investment. The absence of that critical infrastructure component materially alters both the market viability and the appropriate scale and intensity of development. Furthermore, Plan 2035 expressly recognized these evolving conditions and established an updated policy framework responsive to shifting market realities. Among other changes, Plan 2035 reclassified the Westphalia Center from a Regional Center to a Local Town Center, reflecting a more context-sensitive and achievable development pattern. County land use policies have since been updated to align with this revised framework.

The proposed updates to the development plan for Pods A and B are consistent with Plan 2035 and its refined vision for growth, as well as its implementation priorities for town centers. Specifically, the Subject Property is proposed to be developed with up to 276 two-family attached (2-over-2) dwelling units, and approximately 139,914 square feet of commercial/retail and institutional uses in the prior M-X-T Zone. This program represents a balanced, market-responsive approach that advances development in a manner that is both feasible under current conditions and consistent with the County's adopted policy direction.

(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 subject application proposes a mixed-use development containing a variety of single-family attached dwellings, commercial/retail, and institutional uses. The site will be accessed by Woodyard Road and Melwood Road. Internally, private roads and alleys will provide access to the development off of the public roads. Majority of the residential dwelling units and retail buildings were designed to have an outward orientation toward Woodyard Road with a variety of façade heights and architectural treatments, and a mix of trees, shrubs, and plantings along the frontage. The remaining non-residential buildings will be oriented toward the interior of the site with landscaped buffers to preserve the views from historic Melwood Road. The visual appeal and variety of architecture between the uses of the mixed-use development will integrate with and catalyze adjacent community improvements and rejuvenation including the remaining undeveloped portions of the larger Westphalia Town Center.

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

COMMENT: The proposed uses are being oriented on site to present a cohesive development compatible with existing development in the area and future development within the larger Westphalia Town Center as established with the Conceptual Site Plan to create a cohesive development. A system of both public and private roads and private alleys are proposed to provide adequate circulation to the future residents and visitors of the subject DSP.

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

COMMENT: The proposed mix of uses will provide residents and visitors to the site with a variety of residential, retail, daycare, grocery, and outdoor spaces. These uses, coupled with the recreational amenity building, will provide an independent environment, with reasonable access to area amenities. The design of buildings fit well into the site and provide for the development of a cohesive mixed-use community with a walkable setting in and among existing or future residential development on adjoining properties. Additionally, the community will have access to a variety of off-site recreational facilities. Both the on-site and off-site recreational facilities will significantly benefit this community. This DSP is another step closer to realizing the land use vision of the CSP and will help in creating a unique and cohesive independent town center for the Westphalia area.

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

COMMENT: This development application proposes that the residential and commercial portions of the project be developed in phases; however, each phase will be self-sufficient while allowing

for effective integration of subsequent phases. Additionally, this DSP is in furtherance of the overall phase of the retail section envisioned with the CSP, and is the implementation of the previously approved staging plan, which will allow for effective integration of any subsequent phases.

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

COMMENT: The proposed pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development, the adequacy of which was determined when PPS 4-08002 was approved. The network of sidewalks along the internal roads provides easy access throughout the site from the residential units to the site amenities and retail uses.

(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: DSP-2026-0013 proposes a recreational amenity building that will be used as a gathering place, which is well connected to the pedestrian network and easy to access. The proposed buildings present a mix of materials and elevations along the streetscape, with a variety of landscaping features dispersed throughout the site.

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

COMMENT: Noted. A traffic generation memo is included with this submittal.

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

State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

COMMENT: The property is subject to Preliminary Plan of Subdivision (PPS) 4-08002, for Westphalia Town Center, which was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)). The PPS approved 1,352 lots and 211 parcels for the development of 1,400,000 square feet of retail use, 4,500,000 square feet of office use, 172 detached dwelling units, 1,287 townhouse units, 424 miscellaneous attached dwelling units, and 2,473 multifamily dwelling units. PPS 4-08002 covered 482.57 acres of land. On December 31, 2023, the Prince George's County Planning Board approved a six-year extension of PPS 4-08002. The new validity period was extended to December 31, 2029.

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

COMMENT: The subject site contains a total of 65.88 acres. Therefore, this requirement does not apply.

Sec. 27-548. - M-X-T Zone.

a) Maximum floor area ratio (FAR):
   1) Without the use of the optional method of development — 0.40 FAR; and
   2) With the use of the optional method of development — 8.00 FAR.

COMMENT: The proposed gross floor area is consistent with the maximum permitted without the use of the optional method of development.

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

COMMENT: The uses proposed are permitted in the M-X-T Zone and are located on more than one parcel and in more than one building as depicted on the site plan. The DSP satisfies this requirement.

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

COMMENT: The Development Standards proposed with this application can be found on the DSP coversheet. The DSP shows a layout for the development of this project consisting of multiple buildings with dimensions provided.

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

COMMENT: A landscape plan has been submitted depicting the landscaping, screening, and buffering of the development pursuant to the provisions of the 2010 Landscape Manual.

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

COMMENT: Noted.

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

COMMENT: All buildings will be located outside of the public rights-of-way (ROWs).

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: Noted. Private roadways are proposed within the mixed-use development.

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

basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

COMMENT: No townhouses are proposed.

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

COMMENT: Not applicable. There are no multifamily buildings proposed with this application.

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

COMMENT: DSP-2026-0013 includes amendments to the CSP that will be needed to will facilitate the development for Pods A and B of the overall Westphalia Town Center. Elements relating to circulation, development standards, and landscaping are shown on the detailed site plan submitted.

Sec. 27-613. Attached to a Builidng or Canopy.

(f) Mixed Use Zones.

(1) In the Mixed Use Zones, the design standards for all signs attached to a building shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. Each Detailed Site Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).

COMMENT: The detailed site plan submitted herein includes a signage plan for all signs attached to the proposed commercial buildings, and the plans indicate the design, size, methods of sign attachment, and approximate location for each sign. Sign types include tenant signs, wall mounted signs, and freestanding signs. Given these signs are related to the commercial portion of this mixed-use development, it is worth noting that the property is predominantly in a residential area in close proximity to major roadways. Consequently, the proposed building mounted sign package and wayfinding signage for the commercial portion of this mixed-use project is appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the mixed use zone development.

Sec. 27-614. Freestanding Signs.

(e) Mixed Use Zones.

(1) In the Mixed Use Zones, the Design Standards for freestanding on-site signs shall be determined by the Planning Board for each development at the time of Detailed Site Plan review. Each Detailed Site Plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign support, and other information the Planning Board requires. In approving these signs, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served, and are in keeping with the remainder of the Mixed Use Zone development and, in the M-X-C Zone, are in conformance with the sign program as set forth in Section 27-546.04(j).

COMMENT: The detailed site plan submitted herewith includes sign plan that depicts the design, details, size and other information for each of the proposed freestanding signs. As detailed on the sign location site plan, freestanding signs will be located in approximately six (6) locations throughout the commercial/retail component of the development. The signage includes monument signs, wayfinding signs, fuel station signage, and a primary freestanding sign. The proposed freestanding signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the mixed use zone development.

VIII. PREVIOUS APPROVALS

The development history of the subject property is a part of the overall Westphalia Town Center development, which dates back to the early 2000s. A summary of the relevant prior approvals for the Subject Property is listed below.

The Westphalia Sector Plan and SMA rezoned the larger property under the prior Zoning Ordinance, consisting of many smaller parcels, from the Light Industrial, Planned Industrial/ Employment Park, and Residential-Agricultural Zones to the M-X-T Zone, in 2007.

The property is also the subject of CSP-07004, which was previously approved, with conditions, by the Prince George's County Planning Board on December 18, 2008, and adopted on January 29, 2009 (PGCPB Resolution No. 08-189). CSP-07004 was approved by the Prince George's County District Council, with conditions, on May 8, 2009, subject to a revised order issued by the District Council on June 8, 2009. A second revised order was issued by the District Council on September 21, 2009.

On May 20, 2010, the Planning Board approved Conceptual Site Plan Amendment CSP-07004-01 (PGCPB Resolution No. 10-59) to revise conditions 15, 16, 24, and 25 regarding the special purpose detailed site plan, and conditions 30 and 31 regarding phasing and the restriction on development of attached dwelling units, subject to 40 conditions. CSP-07004-01 superseded CSP-07004 for the rest of the Westphalia Town Center project.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-08002, for Westphalia Town Center, which was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)). The PPS approved 1,352 lots and 211 parcels for the development of 1,400,000 square feet of retail use, 4,500,000 square feet of office use, 172 detached dwelling units, 1,287 townhouse units, 424 miscellaneous attached dwelling units, and 2,473 multifamily dwelling units. PPS 4-08002 covered 482.57 acres of land.

On December 31, 2023, the Prince George's County Planning Board approved a six-year extension of PPS 4-08002. The new validity period was extended to December 31, 2029.

A Special Purpose Detailed Site Plan DSP-12043 was approved in May 2013 (PGCPB No.13-51) addressing the overall Westphalia Center signage and recreation programs and facilities. It created the general location and types of recreational facilities on the Property including the location and design of the stormwater management pond.

Detailed Site Plan DSP-13001 was approved by the Planning Board on September 26, 2013 (PGCPB No.13-107) for umbrella residential architecture (excluding multifamily buildings) for the overall Westphalia Town Center Development, subject to two (2) conditions.

Detailed Site Plan DSP-22042 was approved by the Planning Board on December 14, 2023 (PGCPB No. 2023-138) for installation of infrastructure only for the development of future residential and retail uses on two parcels.

Additionally, just beyond the boundary of the subject application, Detailed Site Plans for Westphalia Town Center – North (DSP-19062; PGCPB No. 2021-10) and Westphalia Town Center – East ((DSP-19009; PGCPB No. 202-136) were previously approved. Those projects are now under construction.

An overview of the entitlement history for the overall Westphalia Town Center is also detailed below:

Case Name	**Date of Approval**
4-08002 Resolution 09-93 (Adopted)	06/25/09
CSP 07004-01 Resolution 10-59	06/10/10
CSP 07004-01 Resolution 10-59(C) (Corrected)	01/05/11
DSP-12017 Resolution No. 12-99 (Phase 1 Infrastructure)	10/18/12
DSP-12043 Resolution 13-51 (Adopted) (Special Purpose)	05/13/13
DSP-13006 Resolution 13-119 (Phase 1 Townhouses)	11/07/13
DSP-12017 Resolution 12-99(C) (Corrected) (Phase 1 Infrastructure)	02/10/14
DSP-13001 Resolution 13-107 (Umbrella Architecture DSP)	02/24/14
CSP-07004-02 Resolution 19-83 (02 Amendment)	07/09/19
DSP-19009 Resolution 2020-47 (Westphalia East)	04/09/20

DSP-12043-01 Resolution 2020-136 (Special Purpose 01 Amendment)	09/24/20
DSP-19062 Resolution 2021-10 (Westphalia North)	02/28/21
DSP-19009-01 Resolution 2021-67 (Westphalia East Community Building)	06/17/21
DSP-22042 Resolution 2023-138 (Westphalia Retail Infrastructure)	01/4/24
PPS 4-08002 Extension Letter	01/25/24

IX. REQUESTED AMENDMENTS TO CSP-07004-01

Pursuant to Section 27-282(g) of the prior Zoning Ordinance, a Detailed Site Plan application may amend an existing Conceptual Site Plan applicable to a proposal for development of the Subject Property. As indicated above, Conceptual Site Plan CSP-07004-01 was approved by the Prince George's County Planning Board on May 20, 2010 (PGCPB Resolution No.10-59 A/2/C), subject to 40 conditions.

This application seeks to amend this CSP to modify the development scheme for Pods A and B of the overall Westphalia Town Center, which consists of Parcels 31 and W2 (Identified on PG Atlas as part of Parcel 81). An overview of the requested Conceptual Site Plan amendments for the Subject Property are as follows:

1. Add residential uses;
2. Add institutional (day care) use;
3. Reduce the minimum retail square footage permitted from 900,000 to 139,000 square feet;
4. Revise CSP-07004-01 conditions 1(a)(1)(3) and 31(a)
5. Delete CSP-07004-01 condition 2(j) and 31; and
6. Revise circulation network and building layout for Parcel 31.

To fulfill the new vision for the Subject Property, the Applicant requests the following conditions of CSP-07004-01 regarding the minimum square footage and uses for the commercial/retail area be revised. Deleted language is struck through and added language is underlined.

1. Prior to certificate approval, the following revisions shall be made to the CSP:

a. All appropriate sheets of the CSP shall be revised to show the same proposed ranges of development. These ranges shall be as follows:

(3) ~~900,000~~ 139,000–1,400,000 square feet of retail/institutional

COMMENT: The prior approval established a minimum retail requirement of 900,000 square feet, reflecting market assumptions and transit-oriented development expectations that are no longer applicable. The Applicant asserts that the minimum permitted retail square footage must be

reduced to allow for a more realistic and implementable development program, consisting of up to approximately 139,914 square feet of commercial/retail and institutional uses.

This requested modification is warranted by several interrelated factors. First, market conditions within the Westphalia area have materially shifted since the original approval in 2009. Despite the passage of more than a decade, there has been limited to no sustained market interest capable of supporting development at the previously envisioned scale of retail intensity. The absence of anchor tenants, changing consumer preferences, and the continued evolution toward e-commerce and service-oriented retail have significantly reduced demand for large-format regional lifestyle retail centers and development in this location.

Second, the elimination of the planned Metrorail extension along Pennsylvania Avenue by WMATA has fundamentally altered the development context for the Subject Property. The original minimum retail threshold was premised on a high-density, transit-oriented town center anchored by a regional transit facility. Without that infrastructure, the scale of retail previously contemplated is neither supported by current market demand nor consistent with the revised planning framework. Third, Plan 2035 reclassified Westphalia from a Regional Center to a Local Town Center, signaling a clear policy shift toward more modest, context-sensitive development patterns. The requested reduction aligns with this reclassification by facilitating a scale of commercial development that is appropriate for a local-serving town center rather than a regional destination. Finally, the inclusion of an institutional use, like a day care, within the revised development program supports the creation of a balanced, community-oriented environment while responding to identified local needs. These uses, while not strictly retail in nature, contribute to the vitality and functionality of the town center and are consistent with modern mixed-use development practices.

In light of these considerations, maintaining the previously approved minimum of 900,000 square feet of retail is no longer feasible and would serve as a barrier to development. The requested reduction is therefore necessary to enable a viable, market-supported project that advances the County's current planning objectives and facilitates long-awaited development on the Subject Property.

2. Prior to certificate approval, the following revisions shall be made to the CSP plan text. Where available, the specific pages of the proposed CSP text to which the revision applies are provided in parentheses.

~~**j. No drive-through services are permitted within Westphalia Center.**~~

COMMENT: The Applicant requests the deletion of this condition to preserve necessary flexibility in responding to current market conditions and evolving tenant demands. The original prohibition on drive-through services reflected planning assumptions associated with a higher-density, transit-oriented development pattern that is no longer applicable given the absence of the planned Metrorail extension and the subsequent reclassification of Westphalia as a Local Town Center under Plan 2035. Instead of a downtown high density center, the reclassification creates a

more suburban commercial destination where convenience ultimately determines viability and success.

As discussed, the Subject Property has experienced decades of limited market interest under the previously approved framework. In the current economic environment, prospective commercial users, particularly in the food service, financial service, and convenience retail sectors, frequently require (if not demand) drive-through facilities as a standard operational component. The continued prohibition of such uses would significantly constrain the Applicant's ability to attract viable tenants and would further impede the timely and economically feasible development of the Property. Moreover, post-COVID-19 consumer behavior has accelerated demand for convenience-oriented services, including drive-through facilities, which are now widely recognized as integral to the success of many neighborhood-serving commercial uses. Allowing drive-through services will enhance the marketability of the commercial component, support tenant recruitment, and increase the likelihood of successful project implementation.

Importantly, the requested deletion does not eliminate regulatory oversight. Any proposed drive-through use will remain subject to all applicable site plan review requirements, including considerations of circulation, access, compatibility, and design, thereby ensuring that such uses are appropriately integrated into the overall development and consistent with County standards. In light of longstanding market constraints, shifts in planning policy, and contemporary development realities, the removal of this condition is necessary to enable a flexible, market-responsive development program. This modification will facilitate economic activity, support complementary uses within the project, and advance the orderly and viable development of the Westphalia Town Center.

~~**31. The phasing of residential and commercial uses shall be determined with approval of the conceptual site plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and the relevant special-purpose DSP.**~~

~~**The Planning Board, in subdivision review for any proposed residential construction on the subject property, shall include all relevant issues, including without limitation, public facilities adequacy and master plan conformance, as they concern the entire Westphalia Center property and project, not just the issues arising at the site for that subdivision.**~~

~~**The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements.**~~

~~**a. The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these**~~

~~minimums provided adequate transportation capacity will exist for that development.~~

~~b. Attached dwelling units shall be limited to 50 percent of the total dwelling units on the Westphalia Center site as a whole, including the Moore Property. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in the attached units cumulatively exceeding 50 percent of the total of all dwelling units for which permits have been issued for the Moore Property and the balance of the Westphalia Center property. Up to 100 percent of the building permits for attached dwelling units may be issued for development on the Moore property if it is in compliance with all other requirements.~~

~~c. Prior to issuance of permits for the 1,400th dwelling unit on the balance of the Westphalia Center property, excluding the Moore Property, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core area. Permits for development on the Moore Property may be issued prior to any commercial development in the central Core Area.~~

~~d. Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,000 square feet of office space shall be constructed in the Core area.~~

~~e. Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core area.~~

~~f. Prior to issuance of permits for the 500,000 square feet of retail development, 250,000 square feet of office shall be constructed.~~

~~g. Prior to issuance of permits for the 750,000 square feet of retail development, 500,000 square feet of office space shall be constructed.~~

~~h. No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.~~

~~i. A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.~~

COMMENT: The Applicant requests this condition be deleted. The proposed development scheme for the overall Westphalia Town Center will significantly alter the development triggers within this condition. The multifamily dwelling units, hotel use, and office uses are proposed to be removed with a subsequent CSP amendment. The number of attached dwelling units will also be increased with the subsequent CSP amendment request. Additionally, the subject application is for Pods A and B requesting up to 276 two-family attached (2-over-2) dwelling units, and

approximately 139,914 square feet of commercial/retail and institutional uses in the prior M-X-T Zone, in order to facilitate a viable and implementable development program for the Subject Property.

As previously discussed, the minimum retail threshold established under CSP-07004-01 was predicated on development assumptions that are no longer applicable or viable, including the presence of a Metrorail terminus and the designation of Westphalia as a Regional Center. In the absence of the planned Pennsylvania Avenue rail extension and following the reclassification of the area to a Local Town Center under Plan 2035, the scale and intensity of retail development previously required is no longer supported by market conditions or public policy.

Notwithstanding, the proposed development will align with portions of this condition. No single retail space is proposed to exceed 125,000 square feet and a new tracking a phasing chart will be included with the CSP amendment. Importantly, the proposed revisions do not undermine the intent of the original phasing condition, which was to ensure a balanced mix of uses and adequate supporting infrastructure. A traffic generation memorandum has been submitted in support of this application and demonstrates that the proposed development can be accommodated within the available transportation capacity. The revised minimums will continue to allow for coordinated phasing of residential and commercial uses, while removing an impediment that would otherwise preclude development from proceeding.

X. APPLICABLE PRIOR CONDITIONS OF APPROVAL

CSP-07004-01

Other CSP conditions relevant to this DSP are listed below:

15. Prior to approval of a detailed site plan for specific buildings for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the applicants of the Moore Property and the balance of Westphalia Center, separately, shall obtain approval of a special-purpose detailed site plan to establish regulating standards for signage and to identify appropriate locations for transit stops in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show site plan details of the public open spaces and establish a timing plan for the improvement of these public spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition shall be construed such that the Moore Property may proceed prior to the entire Westphalia Center. However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time.

COMMENT: A Special Purpose Detailed Site Plan DSP-12043 was approved in May 2013 (PGCPB No.13-51) addressing the overall Westphalia Center signage and recreation programs and

facilities. It created the general location and types of recreational facilities on the Property including the location and design of the stormwater management pond. The applicant will also note that the Moore property is now under different ownership, and will proceed independently from the remaining areas of the Westphalia Town Center.

17. Prior to acceptance of each detailed site plan, the package shall include a description of the use of green building techniques and alternative energy sources for the development throughout the site. At least three green building techniques shall be used in each development area of the site as identified on the CSP.

COMMENT: The Applicant proposes several green building measures for this development. These include, but are not limited to the following:

- At least 25% of the retail buildings are oriented on an east-west axis for maximum solar exposure.
- Environmental site design is used to meet stormwater management requirements of the County Code, including grass buffers and swales.
- Landscaped areas are limited to max 40% turf grass.
- Preferred parking for carpool and hybrid vehicles is provided.
- High SRI roof materials will be used to mitigate heat island effect.
- BUG rated light fixtures will be selected to reduce glare and light pollution.
- Building materials will include reduced impact materials such as recycled, regional or biobased materials, or materials that have an Environmental Product Declaration.
- Bicycle paths and bicycle parking will be provided to encourage use of alternative transportation

18. Each detailed site plan shall demonstrate conformance to landscaping standards. In general, development on the site shall be subject to the standards of Section 4.8 of the Landscape Manual, in addition to the following standards:

a. Single-family detached lots larger than 9,500 square feet shall provide at least one shade tree and one ornamental or evergreen tree on the lot.

b. Required landscaping for attached dwelling units shall be provided on the individual lots or common open space directly associated with the attached dwellings. Plantings within public or private open spaces shall only be counted towards the requirements where those spaces are located adjacent to the attached dwellings and are easily accessible to residents.

c. Surface parking lots larger than five parking spaces shall be subject to the landscaping standards of Section 4.3 of the Landscape Manual.

d. In general, uses within the town center shall not be buffered from each other. However, buffering of highly incompatible adjacent uses may be deemed necessary at the time of detailed site plan review

COMMENT: A landscape plan and the applicable schedules have been submitted in conformance to this condition.

19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on HOA open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and proper siting prior to approval of the detailed site plan by the Planning Board.

COMMENT: For the mixed-use development, the applicant is proposing one community building in which the programming is still being determined. The amenity area behind the community building will be a tot-lot playground as shown on the detailed site plan. Residents of the development will have access to the recreational amenities approved with Westphalia Town Center – East (DSP-19009) and Westphalia Town Center – North (DSP-19062). These amenities include community buildings, pools, playgrounds, walking trails, a dog park, and sitting areas. Residents will also have access to any future amenities planned for Westphalia Town Center -West, which is currently under review.

20. At the time of detailed site plan approval, the applicant shall demonstrate to the Planning Board that on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement (RFA), or other appropriate means and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.

COMMENT: The previously approved CSP required that a recreational facilities package be reviewed at the time of the special-purpose detailed site plan. The private recreational facilities within the Westphalia Town Center were shown on Sheets 6-15 of the special purpose detailed site plan DSP-12043 booklet. Notwithstanding, it was envisioned that public and private recreational facilities would be phased with each section of the development as it progresses.

For the mixed-use development, the applicant is proposing one community building in which the programming is still being determined. The amenity area behind the community building will be a tot-lot playground as shown on the detailed site plan. Residents of the development will have access to the recreational amenities approved with Westphalia Town Center – East (DSP-19009) and Westphalia Town Center – North (DSP-19062). These amenities include community buildings, pools, playgrounds, walking trails, a dog park, and sitting areas. Residents will also have access to any future amenities planned for Westphalia Town Center -West, which is currently under review.

Additionally, the overall Westphalia Town Center is located adjacent to The Westphalia Central Park. Westphalia Central Park is a 150-acre park that was planned and designed to provide an array of recreational amenities for residents in Westphalia and in the region. The park concept plan shows a large 34-acre lake and surrounding recreational facilities with a waterfront activities center, restaurants, open play areas, an amphitheater for large public events, a recreational center, a tennis center, an adventure playground, ball fields, group picnic areas, an extensive trail network

providing recreational opportunities, and a pedestrian connection to the town center and surrounding residential development.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

COMMENT: Pedestrian safety features are shown on the detailed site plan, including but not limited to crosswalks, wayfinding signage, five-foot-wide sidewalks throughout the development, and landscaping for additional buffering from roadways.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the applicable special-purpose detailed site plan.

COMMENT: Community buildings were approved with Westphalia Town Center – East (DSP-19009) and Westphalia Town Center – North (DSP-19062). A small community building is proposed for the mixed-use development, in which the programming is still being determined.

31. The phasing of residential and commercial uses shall be determined with approval of the conceptual site plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and the relevant special-purpose DSP.

COMMENT: The overall phasing plan for the remaining undeveloped areas of Westphalia Town Center are being amended with a subsequent application. The subject DSP mixed-use development is not proposed to be phased.

35. The developer shall pay a fee-in-lieu to satisfy woodland conservation requirements in accordance with CB-29-2008.

COMMENT: Noted.

36. Where there is a mixture of products and/or lot sizes, alleys shall not be required to be aligned, unless determined otherwise by DPW&T at the detailed site plan stage.

COMMENT: Noted.

PPS-4-08002

Preliminary Plan of Subdivision (PPS) 4-08002, for Westphalia Town Center, was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)). The conditions relevant to this DSP are listed below:

2. A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No Permits will be

issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

COMMENT: A Type II Tree Conservation Plan is submitted with this application for review and approval.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 44782-2007-00 and any subsequent revisions.

COMMENT: The approved SWM plan and letter is included with this submittal.

4. At the time of final plat, the applicant shall dedicate a public utility easement as approved on the detailed site plan along the public rights-of-way.

COMMENT: Noted. This condition will be satisfied at the time of final plat. PUE's are shown on the proposed DSP.

5. At the time of final plat, the applicant shall dedicate rights-of-way consistent with the approved preliminary plan of subdivision.

COMMENT: Noted. This condition will be satisfied at the time of final plat.

7. Prior to approval of each detailed site plan, the public utility companies shall provide comments to ensure adequate area exists to provide proper siting and screening of the required utilities, and to provide for direct bury utilities where feasible. Review shall include, but may not be limited to the following:

a. Coordination with other utility companies to use one side of the street for Potomac Electric and Power Company (PEPCO) use only. If this is not possible Verizon may ask for two feet or so of additional space on the public utility easement (PUE) for FIOS cables making some of the PUEs to be 12 feet wide in some areas. The main transmission line may require up to a 15-foot-wide PUE.

b. Private roads shall have a five to seven-foot-wide utility easement (UE). (The current plan shows seven-foot-wide UEs, but at the time of detailed site plan continued coordination with utility companies will establish the ultimate UE locations and sizes). Gas service shall be provided in the alley as shown on the utility sketch plan.

c. At the time of detailed site plan, coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.

d. Unless modified by a, b, or c above, a ten-foot PUE shall be provided along public roads and master-plan roads.

COMMENT: The Applicant is working with the various utility companies to ensure adequate easements are provided. PUE's are shown on the proposed DSP.

10. The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (MNCPPC) for adequacy and property siting prior to approval of the detailed site plan by the Planning Board. Or as modified by any subsequent revisions to CSP-7004.

COMMENT: For the mixed-use development, the applicant is proposing one community building in which the programming is still being determined. The amenity area behind the community building will be a tot-lot playground as shown on the detailed site plan. Residents of the development will have access to the recreational amenities approved with Westphalia Town Center – East (DSP-19009) and Westphalia Town Center – North (DSP-19062). These amenities include community buildings, pools, playgrounds, walking trails, a dog park, and sitting areas. Residents will also have access to any future amenities planned for Westphalia Town Center -West, which is currently under review.

16. Detailed site plan(s) shall demonstrate that lots fronting on MC-637, MC-632, C-636 will be rear loaded and shall not have direct vehicular access to these master-plan roads.

COMMENT: This application contains up to 276 two-family attached (2-over-2) dwelling units, some of which front on, C-632 (Woodyard Road). These units will be rear loaded from a private street. None of the dwelling units will have direct vehicular access to Woodyard Road.

23. All detailed site plans which include property abutting Pennsylvania Avenue (MD 4) except the Special Purpose DSP, shall provide a landscape buffer with a minimum width of 20 feet and an average width of 40 feet wide, using native plants with a planting density equivalent to those found in the Landscape Manual for similar bufferyards along the ultimate right-of-way of MD 4.

COMMENT: Pennsylvania Avenue (MD 4) is to the south of the Property, and is not directly abutting; therefore, this condition does not apply. Notwithstanding, a landscape plan is included with the submittal demonstrating the buffering from MD 4.

24. Prior to approval of a detailed site plan located in the Fringe area or south of Presidential Parkway, the architecture of buildings which are adjacent to and visible from Pennsylvania Avenue (MD 4) shall be evaluated with regard to scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships along this gateway corridor.

COMMENT: All residential architectural models to be used in the subject DSP will be designed in accordance with the architectural guidelines established under the approved Umbrella Architecture Detailed Site Plan (DSP-13001). The Applicant will utilize the guidelines to select architectural options, such as type of roof, elevation, building material, color, and other features,

in order to assemble a high quality final residential product. Elevations for the residential models are included in the submittal.

Separate architectural elevations have been provided for the commercial/non-residential buildings. The elevations feature differences in roof forms and parapet heights; recesses and projections in the wall plane. Distinct changes in texture and color of wall surfaces are showed throughout the elevations.

25. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI shall be revised to limit the number of access points along the western side of Melwood Road into the commercial shopping center to one point located approximately 900 feet north of MD 4, unless otherwise determined through the detailed site plan process.

COMMENT: This condition was satisfied at the time of certification of the PPS. The subject DSP shows only one vehicular access point from Melwood Road, remaining in conformance with this condition.

26. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from Public Road O to 500 feet north of Public Road O (approximately 900 feet north of MD 4) shall address the following:

a. The conservation of historic Melwood Road by providing a transitional landscape buffer along the western frontage of the road. The landscape buffer shall begin with a width of 10 feet at the southern end, and expanding to a width of 30 feet, subject to the provision of plant units equivalent to those for similar width bufferyards as indicated in the Landscape Manual. Existing trees shall be preserved to the greatest extent possible, and supplemental planting shall be with native plant species; and

b. Establish a building restriction line 50 feet from the property boundary fronting on Melwood Road to encourage development to be set well back from the historic road.

COMMENT: The transitional buffer is depicted on the landscape plan submitted with this application.

27. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from approximately 500 feet north of Public Road O (900 feet north of MD 4) to Westphalia Road shall address the conservation of historic Melwood Road as an integral part of the community's trail and greenway network and address the following concerns:

a. Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads, and provide for the necessary road improvements without compromising the valuable contribution to community character Melwood Road provides.

COMMENT: The transitional buffer is depicted on the landscape plan submitted with this application.

b. Discourage entrance features and signs at the one recommended entrance onto Melwood Road.

COMMENT: A site identification monument sign is proposed at the entrance from Melwood Road. The sign is depicted on the site plan and landscape plans. The sign will be set back from the roadway and the sign face will not be oriented toward passing vehicles.

30. Prior to approval of a DSP, other than the special-purpose DSP which includes the stormwater management ponds, the design shown on the conceptual stormwater facility layout renderings shall be shown on the DSP.

COMMENT: The location of the stormwater management areas are depicted on the detailed site plan. Stormwater Management Concept Plan SIT-1374-2025 was submitted to DPIE for review on 1/23/2026. The draft SWM plan is included with this submittal. The design and renderings of the stormwater management ponds will be provided prior to the approval of DSP-2026-0013.

32. All detailed site plans, other than the special-purpose detailed site plans, which include property located within the 65 dBA Ldn noise contour associated with the roads on the north side of Presidential Parkway, shall demonstrate that outdoor activity areas associated with any residential dwelling units are located outside the 65 dBA Ldn noise contour.

COMMENT: A phase 2 noise study prepared on July 6, 2026 by Phoenix Noise and Vibration, LLC is included in the submittal. The applicant will note that the plan has been revised since the noise study was conducted. The development now proposes 276 two-family dwellings and no townhouses. Notwithstanding, no townhouses were noted as impacted by transportation noise levels above 65 dBA Leq.

36. Applications for all residential building permits on the Westphalia Property, with the exception of buildings located to the east of Public Road EE, shall contain a certification, to be submitted to M-NCPPC, prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.

COMMENT: A phase 2 noise study prepared on July 6, 2026 by Phoenix Noise and Vibration, LLC is included in the submittal.

39. Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are determined to

remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.

COMMENT: All specimen trees are identified on the submitted TCPII.

42. Total development within the subject property shall be limited to uses which generate no more than 6,816 AM peak-hour trips, and 8,526 PM peak-hour trips, in consideration of the approved trip rates and the approved methodologies for computing pass-by and internal trip capture rates. Any development generating an impact greater than that identified herein-above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

COMMENT: A trip generation memo is included with the submittal.

43. A traffic phasing analysis will be submitted and reviewed during the processing of the detailed site plan for each phase. This traffic phasing analysis will define the improvements required for Phase 1A, 1B, IC, 2A, 2B, 2B, 2C, 2D, 3A, 3B, and Phase 5. These above-mentioned traffic conditions will be modified to adjust the timing trigger and extent of these improvements for each phase. This phasing analysis will not exceed the 6,186 AM peak-hour trips, and 8,526 PM peak-hour trip cap, unless a new preliminary plan of subdivision is processed.

COMMENT: A trip generation memo is included with the submittal.

47. Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, the applicant and the applicant's heirs, successors and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak-hour trip x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2008).

COMMENT: Noted. At the time of the approval of this preliminary plan in 2009, the intersection of MD 223 & Rosaryville Road was programmed for improvements by the SHA and County, but it was not fully funded for construction. Prince George's County had a CIP project (CIP FD 669451) that allowed developer contributions toward this project. This condition of approval provided a requirement for the applicant to pay towards the improvement until it was fully funded. The intersection improvement became fully funded with construction starting in 2012 and finishing in 2014. The intersection is fully built out based upon the proposed and anticipated improvements and therefore this condition is satisfied and no payments are required.

48. Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, 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:

COMMENT: See included Trip Generation Memo prepared by Lenhart Traffic Consulting for analysis to this condition. It is expected that this DSP would include a condition of approval stating that, "Prior to the issuance of the 155th residential building permit, either (1) conditions 47 and 48 in PGCPB No. 09-93 must be satisfied, or (2) an amended Certificate of Adequacy must be approved that responds to the reduction in intensity/density of development throughout Westphalia Town Center and modifies prior off-site transportation conditions provided in PGCPB No. 09-93."

49. Direct vehicular access to historic Melwood Road shall be limited to one access point within the Fringe, and shall be located to the south to the greatest extent possible. Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC-632, including traffic calming devices, shall be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by the Department of Public Works and Transportation.

COMMENT: Only one (1) access point is proposed from Melwood Road.

54. At the time of each detailed site plan review, except the special purpose detailed site plan the applicant shall:

a. Integrate the proposed commercial development located on residential and recreational parcels within the Edge with the residential and recreational uses in a mixed-use arrangement.

b. Provide a parking study for each block group of the site so as to ensure an adequate provision and distribution of parking (including handicapped-accessible parking) across the site.

c. Minimized to the fullest extent possible the direct vehicular access from lots and parcels onto master-planned roads.

COMMENT: All single-family attached dwellings will be accessed from private roadways. A parking analysis is included with this submittal.

XI. CONCLUSION

Based on the foregoing, and in consideration of the accompanying plans and supporting materials, the Owner/Applicant respectfully requests approval of the subject Detailed Site Plan and associated Section 27-282(g) amendment to CSP-07004-01. The requested amendments are both necessary and appropriate to address materially changed market conditions, shifts in County policy, and the absence of previously anticipated transit infrastructure that formed the basis of the

original approvals. The proposed revisions are essential to remove longstanding impediments to development and to align the project with current economic realities and the County's adopted planning framework under Plan 2035. These modifications are not departures from the original vision, but rather pragmatic refinements that enable its implementation in a feasible and sustainable manner.

For more than a decade, the retail component of Westphalia Town Center has remained unrealized due to conditions that are no longer supportable in today's market. The instant application presents a viable, market-responsive path forward that will finally deliver neighborhood-serving retail and institutional uses to the community, consistent with Countywide goals of fostering complete, functional, and economically vibrant centers. Accordingly, the Applicant respectfully submits that the proposed Detailed Site Plan and CSP amendment satisfy all applicable approval criteria and represent a critical and long-overdue step toward the realization of Westphalia Town Center. Approval of this application will facilitate meaningful development on the Subject Property and advance the County's broader objectives for smart, implementable growth.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By: _____
Matthew C. Tedesco
Attorney for the Owner/Applicant

By: _____
Dominique A. Lockart
Senior Land Use Planner

Date: August 28, 2026
(Post-SDRC Submittal)

September 3, 2026
Atwell Project No. 25007033

STATEMENT OF JUSTIFICATION IN SUPPORT OF IMPACTS TO REGULATED ENVIRONMENTAL FEATURES
DSP-2026-0013

DESCRIPTION AND LOCATION OF THE SUBJECT PROPERTY

On behalf of the Applicant, this Statement of Justification is submitted in support of a proposed impact to the Primary Management Area ("PMA") associated with Detailed Site Plan DSP-2026-0013 for a portion of the Westphalia Town Center development located at 4999 Melwood Road, Upper Marlboro, Maryland (the "Subject Property")

The Subject Property is part of the larger Westphalia Town Center development and is associated with the previously approved development framework for the Town Center. The current Detailed Site Plan proposes residential development and associated streets, pedestrian facilities, landscaping, utilities, grading, retaining walls, stormwater management, and related site improvements.

The proposed development results in an impact to approximately 370.838 square feet, or 0.0085 acre, of PMA. The impact is depicted on the attached Sidewalk Exhibit, Exhibit 1, and occurs along a proposed pedestrian connection where a continuous sidewalk, landscaped separation from the curb, retaining wall, and associated grading are proposed.

a) GENERAL DESCRIPTION OF PROPOSED USE AND REQUEST

The Subject Property is part of the Westphalia Town Center master-planned community. The referenced Detailed Site Plan is being filed to advance development of the applicable portion of the Town Center and includes a network of internal streets, residential development, pedestrian connections, landscaping, utilities, grading, and related infrastructure.

The proposed development has been designed to provide a connected pedestrian circulation system throughout the development. During review and coordination with the Maryland-National Capital Park and Planning Commission ("M-NCPPC"), Planning staff emphasized the importance of maintaining pedestrian continuity and pedestrian safety, including provision of separation between the vehicular travelway and sidewalk.

In response to this coordination, the Applicant has maintained a continuous sidewalk along the subject roadway and incorporated an additional landscaped or "green" strip between the curb and

sidewalk. This treatment provides greater physical separation between pedestrians and vehicles and improves the pedestrian experience along the roadway.

The addition of the landscaped separation, however, shifts the sidewalk outward from the roadway. Due to the existing PMA boundary, topographic conditions, previously established roadway geometry, adjacent development, grading requirements, and other infrastructure constraints, the outward shift of the pedestrian facility results in a localized impact to the PMA.

The Applicant proposes to impact approximately 370.838 square feet, or 0.0085 acre, of PMA, as depicted on Exhibit 1. The impact is associated with the sidewalk, retaining wall, and grading necessary to provide the pedestrian connection and landscaped separation. The retaining wall has been incorporated into the design to contain the grading, accommodate a public storm drain conveyance, and minimize the extent of disturbance within the PMA.

The requested impact is not proposed for the purpose of increasing building area, density, parking, or the development envelope. Instead, the impact results from accommodating a pedestrian-safety and connectivity improvement that has been specifically prioritized through coordination with M-NCPPC.

b) DESCRIPTION OF PROPERTY DEVELOPMENT HISTORY

The Subject Property is part of the larger Westphalia Town Center development, which has been the subject of multiple prior development approvals establishing the overall roadway, infrastructure, environmental, and development framework for the Town Center.

Of particular relevance, DSP-22042 and TCP2-039-2023 were previously approved for infrastructure associated with the retail component of Westphalia Town Center. M-NCPPC's Development Activity Monitoring System identifies TCP2-039-2023 as approved pursuant to Planning Board Resolution PGCPB No. 2023-138 and confirms that the application was reviewed under the prior Zoning Ordinance.

The current application represents continued implementation and refinement of the approved Westphalia Town Center development pattern. As the Detailed Site Plan has progressed, the roadway, grading, pedestrian, landscape, and infrastructure systems have been coordinated at a greater level of detail.

The PMA impact that is the subject of this Statement results from that detailed design and review process, specifically from refinement of the sidewalk and streetscape configuration to provide the pedestrian continuity and curb-to-sidewalk separation requested during M-NCPPC review.

c) DESCRIPTION OF REGULATED ENVIRONMENTAL FEATURES ON-SITE

The Subject Property contains regulated environmental features and associated PMA, as depicted on the applicable approved Natural Resources Inventory and environmental plans for the Westphalia Town Center development.

The PMA associated with the subject impact extends adjacent to the proposed roadway and pedestrian facility. As shown on Exhibit 1, the proposed sidewalk, landscaped separation, and retaining wall approach the edge of the PMA, resulting in a narrow and localized area of proposed PMA disturbance totaling approximately 370.838 square feet.

The Applicant has designed the proposed improvements to preserve the remainder of the PMA and regulated environmental features outside of the limited impact area.

d) DESCRIPTION OF APPLICABLE STATUTES AND REGULATIONS

Section 24-130(b)(5) of the Prince George's County Code requires that all plans associated with the application "shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25."

The Environmental Technical Manual ("ETM") sets forth the procedure for ensuring that the Regulated Environmental Features are preserved and/or restored to the "fullest extent possible". This procedure is a three-step process which starts with the avoidance of impacts. If impacts are unavoidable and necessary to the overall development of the site, the impacts must be minimized. Finally, if the cumulative impacts are significant and above the designated threshold, then mitigation may be required in certain circumstances. The ETM also acknowledges that certain impacts such as those related to infrastructure and access, or resulting from County Code for reasons of health, safety or welfare are necessary. Impacts solely associated with increasing the development envelope where reasonable alternatives exist are typically not permitted.

e) SPECIFIC DESCRIPTION OF THE PROPOSED IMPACTS TO PRIMARY MANAGEMENT AREAS AND 100-YEAR FLOODPLAIN AND JUSTIFICATION OF AVOIDANCE AND MINIMIZATION

As stated above, the Subject Property contains PMA associated with regulated environmental features. The Applicant proposes to impact a total of approximately 370.838 square feet, or 0.0085 acre, of PMA, as depicted on Exhibit 1.

The proposed PMA impact results from construction of a continuous pedestrian sidewalk, provision of an additional landscaped separation between the sidewalk and curb, construction of a retaining wall, and the limited grading necessary to establish these improvements.

The Applicant initially considered the ability to completely avoid disturbance to the PMA.

Complete avoidance could theoretically be achieved by removing or substantially modifying portions of the proposed pedestrian streetscape. However, doing so would conflict with the pedestrian circulation and safety objectives being implemented through the current Detailed Site Plan.

During coordination with M-NCPPC, Planning staff specifically prioritized a continuous pedestrian experience and the provision of an additional green strip between the curb and sidewalk.

The separation increases the distance between pedestrians and vehicular traffic and provides a safer and more comfortable pedestrian environment.

The proposed sidewalk therefore cannot reasonably be terminated or eliminated at the PMA simply to avoid the impact. Doing so would result in a discontinuous pedestrian facility and would undermine the interconnected pedestrian circulation system being established throughout the development.

One potential avoidance alternative would be to eliminate the green strip and move the sidewalk immediately adjacent to the curb. Although this could potentially reduce or eliminate some of the PMA impact, this alternative would eliminate the pedestrian separation that M-NCPPC specifically requested as part of its review of the Detailed Site Plan. The Applicant has therefore retained the landscaped separation in order to address the pedestrian-safety and streetscape objectives identified by Planning staff.

Another alternative would involve shifting the roadway, sidewalk, and associated infrastructure away from the PMA. This is not a practicable isolated modification. The roadway geometry is interconnected with adjacent development blocks, building locations, access points, crosswalks, parking and internal circulation, utilities, public utility easements, grading, stormwater management, and the remainder of the pedestrian circulation system.

A lateral shift of the roadway would therefore create a ripple effect through the adjoining site design and require substantial redesign of improvements outside the immediate impact area. Such a redesign would not necessarily reduce the overall environmental disturbance and could create additional grading, infrastructure, circulation, or development conflicts elsewhere within the site.

For these reasons, complete avoidance of the PMA impact is not practicable while also maintaining the pedestrian system and streetscape configuration requested through the Detailed Site Plan review process.

Once it was determined that complete avoidance was not practicable, the Applicant minimized the impact to the greatest extent feasible.

The resulting PMA impact is confined to approximately 370.838 square feet, or approximately 0.0085 acre, within a narrow area immediately adjoining the proposed pedestrian facility. The exhibit demonstrates that the disturbance follows the sidewalk/retaining-wall corridor rather than extending broadly into the PMA.

A retaining wall is proposed specifically to limit the extent of grading toward the PMA. Without the retaining wall, conventional grading would require the proposed slopes to extend farther into the PMA, thereby increasing the environmental disturbance. The use of the retaining wall is consistent with the ETM's identified minimization measures, which expressly recognize retaining walls in lieu of extended grading as an appropriate means of reducing impacts.

The Applicant has therefore balanced the competing objectives of:

- maintaining the continuous pedestrian system;
- providing the landscaped curb-to-sidewalk separation requested through M-NCPPC coordination;
- maintaining the established roadway and development geometry;
- accommodating the necessary grade transition; and
- preserving the PMA to the fullest extent practicable.

The requested PMA disturbance is the limited residual impact remaining after these design considerations have been incorporated.

TABLE 1: PMA IMPACTS SUMMARY TABLE

Impact ID	Impact Type and Duration	Total Area of PMA Impact
1	Pedestrian sidewalk, landscaped curb separation, retaining wall, and associated grading	370.838 SF 0.0085 AC

CONCLUSION

Based upon the above, the Applicant submits that the proposed disturbance of approximately 370.838 square feet, or 0.0085 acre, of PMA represents a reasonable and minimized approach to providing the pedestrian infrastructure necessary to support the proposed development.

Total avoidance of the regulated environmental feature is not practicable given the location of the PMA immediately adjacent to the proposed roadway and pedestrian corridor and the need to maintain a continuous pedestrian system. Through coordination on the current Detailed Site Plan, M-NCPPC has prioritized pedestrian continuity and the provision of a landscaped separation between the curb and sidewalk to improve pedestrian safety and the pedestrian experience.

Providing this additional separation shifts the proposed sidewalk toward the PMA. Relocating the roadway and pedestrian system in the opposite direction would result in consequential changes to the adjoining roadway, buildings, grading, utilities, access, circulation, and other infrastructure, creating a broader ripple effect through the site design.

The Applicant has minimized the resulting environmental impact by confining disturbance to a narrow and localized area and incorporating a retaining wall in lieu of extending conventional grading farther into the PMA. This approach is specifically consistent with the minimization techniques identified in the Environmental Technical Manual.

The proposed impact is not associated with an effort to increase the development envelope, building area, density, or parking. Instead, it results from infrastructure and pedestrian-safety improvements necessary to implement the planned pedestrian circulation system and respond to M-NCPPC's review of the Detailed Site Plan.

The proposed impact is therefore the minimum necessary to accommodate the pedestrian improvement while preserving the remaining PMA and regulated environmental features to the fullest extent possible.

For these reasons, the Applicant submits that the applicable requirements of Section 24-130(b)(5) and the Environmental Technical Manual have been satisfied and that the Planning Board can find that the plans associated with the subject application demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible.

Atwell, LLC

Matthew C. Senenman, P.E.
Director

Attachments:

- Exhibit 1 – PMA Impact / Sidewalk Exhibit

PM: BK

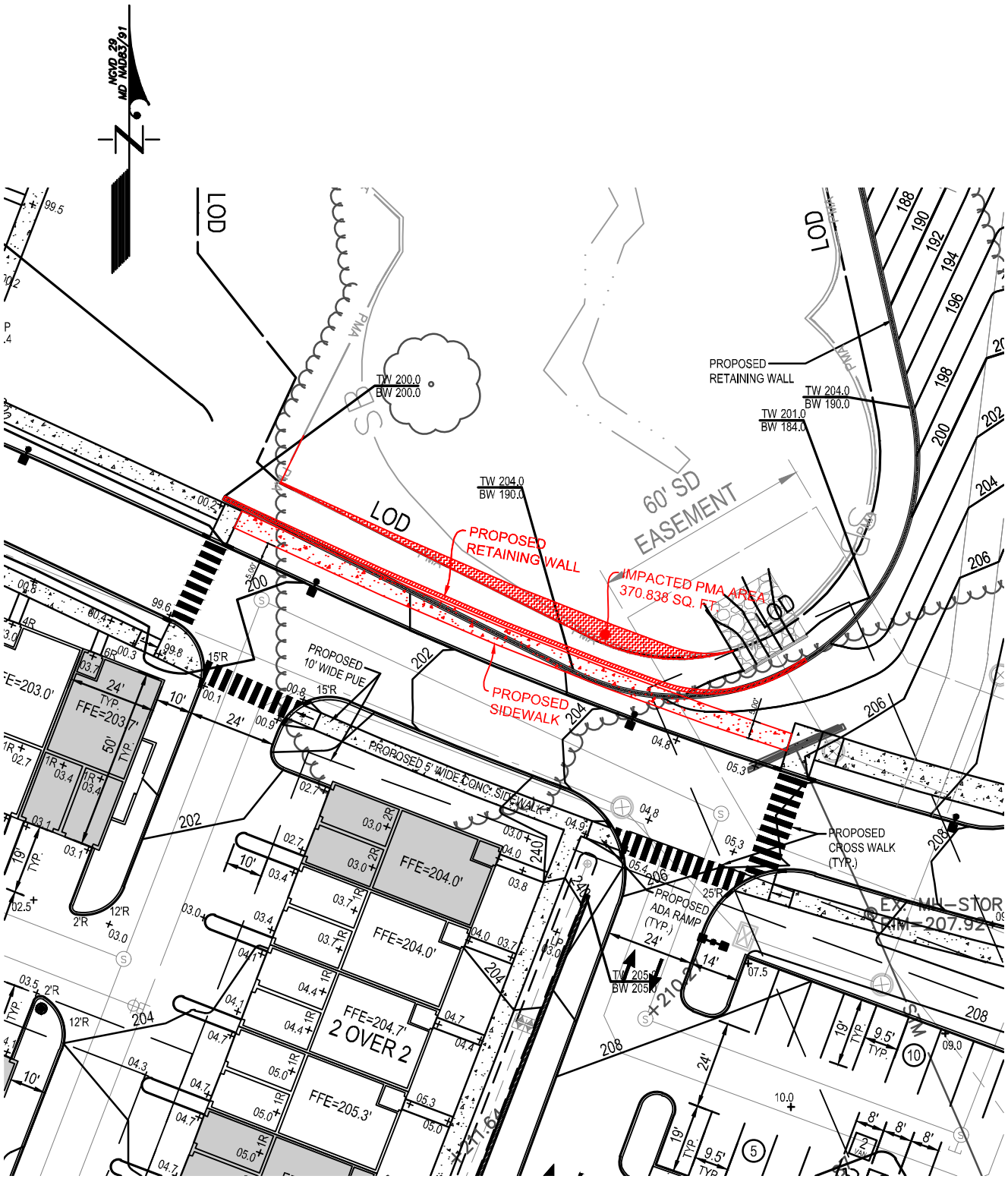


EXHIBIT #1

SIDEWALK EXHIBIT

WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-2026-0013

ATWELL
866.850.4200 www.atwell.com
175 ADMIRAL COCHRANE DR, SWT 302
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Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: ***Date:*** **August 28, 2026**

TO: M-NCPPC - Development Review Division
1616 McCormick Drive
Largo, MD 20774

FROM: Mike Lenhart

RE: Westphalia Town Center [DSP-02242-01] – Trip Generation Analysis for Parcels A/B

This is an updated Trip Generation Analysis based upon the meeting with M-NCPPC on the morning of June 17, 2026, and also includes a further update to reflect all two-over-two's in lieu of townhomes. This DSP now contains 100% two-over-two's with a total of 276 units..

After reviewing all related materials, we have identified the following issues and have prepared the attached/updated trip generation analysis for this DSP based on the discussion below.

The summary of the trip generation issues as discussed at the meeting are as follows. This includes discussion and documentation as requested to support this agreed upon methodology.

1. M-NCPPC concurred with the use of ITE Trip Generation rates for the stacked towns as discussed below. DSP-19009 for Westphalia East was approved for 76 single family dwelling units and 580 townhouse units. However, the property was ultimately developed with 76 single family units, 416 townhouse units, and 164 two-over-two's (stacked townhouses). The Transportation Review Guidelines (TRG) do not have rates for stacked towns and has historically treated stacked towns as regular townhouses; although the TRG does state that the ITE Trip Generation Manual should be utilized for land uses where the TRG does not have trip generation data. The ITE Trip Generation Manual only recently included data and guidance related to stacked towns. More specifically, ITE defines single-family attached housing as units that share a wall with an adjoining dwelling unit such as a duplex or townhouse. ITE further defines low-rise multifamily housing as a residential building with two or three levels of residences including stacked townhouses that share floors and walls with adjoining units and with access through a shared entry and stairway. With the new data and guidance from ITE related to stacked towns, it is reasonable to evaluate the two-over-two's using ITE's low-rise multifamily housing land use, particularly given the TRG's guidance stating, "*Trip generation rates for land uses not cited in Tables 7, 8, or 9 should be estimated using the most recent edition of Trip Generation from the Institute of Transportation Engineers (ITE).*" Since two-over-two's (stacked towns) are not cited in the TRG it would be appropriate to use the ITE data. Furthermore, the current proposed DSP includes a mix of stacked towns and townhouses in the plan, and the updated trip generation analysis has included this mix of uses. M-NCPPC indicated they are in agreement with this approach.

2. The pass-by rates for shopping centers contained in the TRG should be applied to both the morning and evening trip generation totals for the shopping center. This has been M-NCPPC practice for all shopping centers and is consistent with every retail center that we have studied over the past 25 years in the County. M-NCPPC indicated they were going to confirm, but we have reviewed our files and could provide numerous retail projects where the pass-by was applied to AM and PM peak periods. The TRG does not differentiate between AM and PM regarding the application of pass-by and this is how we have treated this for every project.

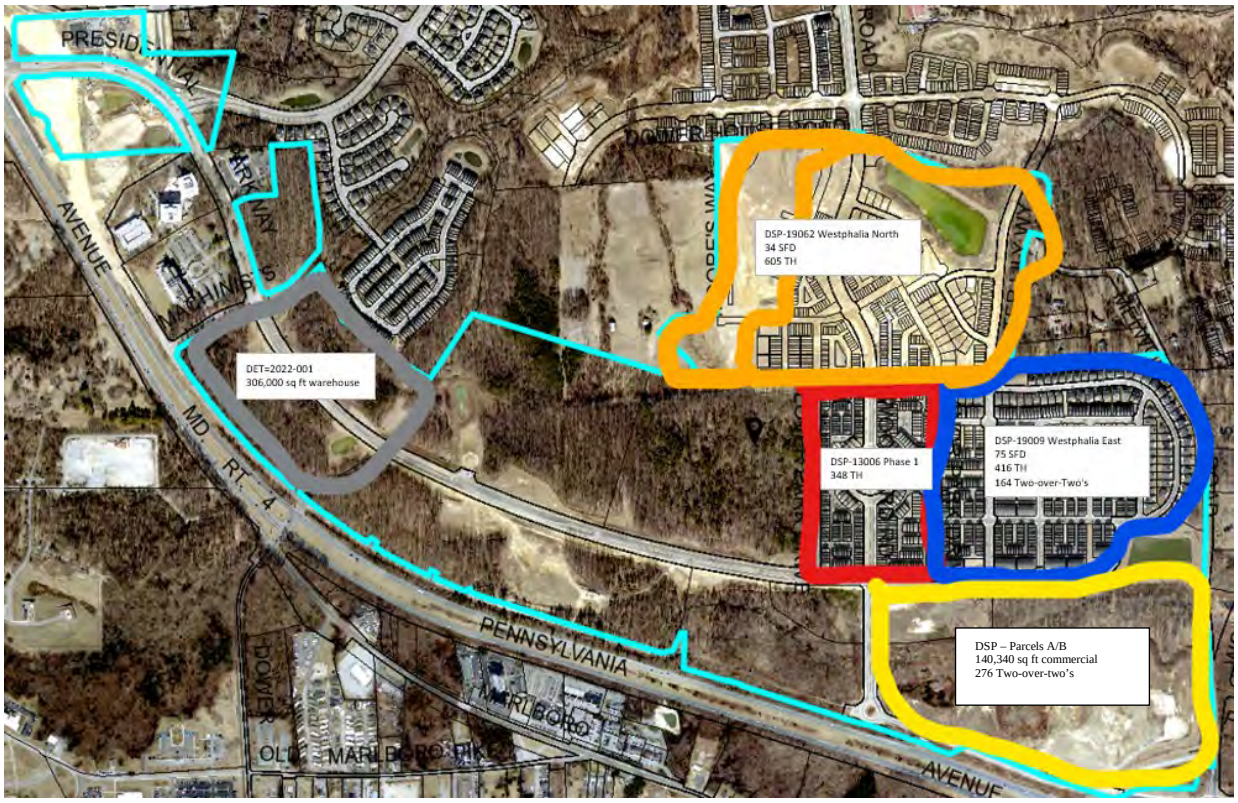
3. The most significant adjustment to the trip generation is related to the shopping center with a supermarket. M-NCPPC agreed with this approach to evaluate the grocery store and the shopping center separately and then combine the trips as discussed below.
    a. The trip generation rates for the shopping center are obtained from the ITE Trip Generation Manual and include the following potential land use codes for a shopping center:
        i. Strip Retail Plaza < 40 ksf
        ii. Shopping Plaza from 40 ksf to 150 ksf without a Supermarket
        iii. Shopping Plaza from 40 ksf to 150 ksf with a Supermarket
        iv. Shopping Center > 150 ksf
    b. While this DSP is technically a shopping plaza between 40 ksf and 150 ksf with a supermarket, the actual size of the supermarket is much smaller than average, and the use of this ITE land use code drastically overestimates the trips as discussed below.
        i. ITE data shows that the average supermarket is 53 ksf with a range of 15-95 ksf.
        ii. The proposed grocer is only 24 ksf which is the low end of the range for ITE supermarket data. This is only 18% of the overall shopping center square footage and the small size of the grocery store does not generate nearly the same number of trips as a 53 ksf supermarket (The average ITE square footage for supermarkets). This would substantially overestimate the grocery stores trip generation using ITE's code for "Shopping Center with Supermarket".
        iii. To make this point, the following trip projections during the evening peak hour show that the use of Shopping Plaza with a Supermarket would dramatically overstate the trips.
            1. If we look at the 140 ksf shopping center as one land use code using ITE's shopping center with supermarket, the shopping center would generate 1,241 PM Peak Hour Trips according to ITE.
            2. If we look at the supermarket and the shopping center separately using ITE's separate land use codes, a 24 ksf supermarket would generate 239 PM Peak Hour Trips and a 116,340 sq ft shopping center without a supermarket would generate 554 PM peak hour trips. If you combine these two uses, the 140 ksf shopping center would generate 793 PM peak hour trips.
            3. Both of the scenarios above provide the trip generation for a 140 ksf shopping center with a supermarket, yet the first scenario significantly overestimates trips. The 24 ksf supermarket is only 18% of the overall shopping center and is not a substantial anchor as it relates to trip generation, as confirmed by ITE's actual projection of the supermarket trips above.

c. Conducting the trip generation separately for the supermarket and for the shopping center provides a more reasonable and realistic way to project trips for the overall shopping center and provides a more accurate projection of the supermarket's impact since it is such a low square footage and overall portion of the shopping center. Furthermore, we have not applied any trip capture between the supermarket and the shopping center in order to provide a conservative result. Finally, we did not apply any pass-by for the supermarket in the morning peak hour, and only applied a 24% pass-by to the supermarket in the evening peak hour as indicated by ITE data.
d. M-NCPPC concurred with this approach.
e. Transportation Planning Staff did inquire about ITE's recommendations for selecting the trip generation rate in the Trip Generation Handbook 3rd Edition. The following information is provided in support of the methodology used in this analysis.
    i. The 3rd Edition of the Trip Generation Handbook was published in 2017 prior to the issuance of the 10th Edition of the Trip Generation Manual. The 10th, 11th, and 12th Edition of the Trip Generation Manual have been issued subsequent to the publication of the Trip Generation Handbook.
    ii. The guidance in the Trip Generation Handbook can be found to apply directly to the 9th Edition of the Trip Generation Manual, as that is what the information in the Handbook was based upon.
    iii. The recommendations in the Handbook provide guidance but not mandates on how to apply and select the trip generation rates. We agree it is best to follow the recommendations where available, but the 3rd Edition of the Handbook is not based on the current Edition (12th) of the Trip Generation Manual. Therefore, the recommendations do not necessarily apply to the current Edition of the Manual.
    iv. Every retail center we have ever worked on in Prince George's County has used the ITE Trip Generation Rates for retail centers, and we have never been asked to collect local traffic counts for shopping centers. Furthermore, the Transportation Review Guidelines specifically recommends the use of "shopping center" trip generation rates (or formula where available). It has been standard, common, and recommended practice to use the ITE Trip Generation Manual for AM and PM trip generation since the 2012 TRG. It should be noted that the 2002 Traffic Impact Study guidelines provided PM rates for retail centers but recommended the use of ITE Trip Generation Manual for the AM trip generation.
    v. The ITE Trip Generation Manual has data for 9 retail centers for the morning peak hour. The two nearest size centers are 97 ksf and 108 ksf and they generate 102 and 119 AM peak hour trips, which is significantly fewer than the 182 AM peak hour trips generated by this 114,340 sq ft center. We believe the use of the average rates from ITE is consistent with the TRG recommendations and the standard of practice in the County and provides a reasonable, and even conservative, assessment.

f. Transportation Staff also suggested the potential need to conduct traffic counts at a Sprouts.
   i. We have reviewed the ITE Trip Generation Data. There are 15 ITE data points for supermarkets between 15 ksf and 25 ksf during the PM peak hour. There are fewer data points in the morning peak (7 data points between 11 ksf and 40 ksf), however, a supermarket generates much lower trips in the morning and the proposed Sprouts clearly fits within the ITE data range.
   ii. It is standard and accepted practice in the County to use the ITE rates when available. There is no need or precedent to require traffic counts where ITE data exists.

4. Finally, it is understood that Transportation Planning Staff is supportive of an internal trip reduction for the Westphalia Business Center, which comprises 306,000 sq ft of warehouse. However, the amount of the internal capture is in question and we will work with TPS on an acceptable solution.
   a. The trip generation for the 306 ksf warehouse is 122 morning and evening peak hour trips. This consists of 98 in and 24 out in the morning peak hour and 24 in and 98 out in the evening peak hour. According to the ITE Trip Generation Manual, this 306 ksf warehouse will only generate 6 trucks in the morning and evening peak hours (3 in and 3 out). The ITE Trip Generation Manual specifies that the morning and evening peak hour trips for warehouse uses have very low truck trip generation. ITE does project this warehouse would generate 132 truck trips per day (66 in and 66 out) but they are spread throughout the day and not focused on the morning or evening peak hours. Based on the ITE projections, the truck trips only account for 5% of the overall peak hour trips, and the peak hour traffic is 95% employee trips in and out of the facilities at the beginning or end of the workday.
   b. In the meeting, TPS indicated that an office employee would have different trip generation characteristics from a warehouse employee. The employee trips that enter and exit the Westphalia Business Center are no different than office trips in terms of the type of trip. The employees have the opportunity to live in Westphalia Town Center and work at the Westphalia Business Center and shop at the retail shopping center. Thereby, there would be internal trips within the preliminary plan boundary that will interact between the warehouse, residential, and retail uses that should be applied.
   c. It is reasonable to assume that the 5% truck trips would not be subject to internal capture, however, the 95% employee trips at this facility may live within Westphalia Town Center and may also shop at the retail center. While we agree that the ITE Trip Generation Manual does not mention warehouses in relation to internal trip reductions, it stands to reason that the employee trips at the warehouse would be no different than office employees. The attached internal capture spreadsheet has assumed conservatively that 50% of the peak hour trips are not subject to internal trip capture. More specifically, it is conservatively assumed that 50% of the warehouse trips could be a mix of truck trips and/or trips specifically oriented outside of the community. The remaining 50% of the peak hour trips are assumed to be employee trips associated with people who may live and shop in the community just like office employees.

The attached Exhibit 1 contains the updated trip generation analysis of all existing, approved, and proposed uses within the Westphalia Town Center Preliminary Plan of Subdivision 4-08002. The map below shows the location of the approved DSP's along with the proposed DSP-02242-01 for Parcels A & B.



The top portion of Exhibit 1 contains the total trips generated by each of the individual uses along with the internal and pass-by reductions. The internal trips shown at the bottom of Exhibit 1 were calculated according to the NCHRP 684 worksheets and pro-rated back to the individual DSP's in the top portion of Exhibit 1.

The conclusions are as follows:

1. The results of this trip generation analysis show that these uses, including the 276 two-over-two's and up to a 140,340 sq ft shopping center, will generate 1,488 morning peak hour trips and 1,778 evening peak hour trips.

2. The Westphalia Town Center has a grandfathered trip cap of 1,610 morning and 1,719 evening peak hour trips.

3. The full development of up to 140,340 sq ft shopping center and 276 two-over-two dwelling units will remain within the morning peak hour trip cap, but would exceed the evening peak hour trip cap.

4. We have conducted a sensitivity analysis as shown on Exhibit 2, and it should be noted that the development of the shopping center will remain entirely within the trip cap. The remainder of the trip cap will support development of 154 two-over-two's. It is expected that this DSP would include a condition of approval stating that, "*Prior to the issuance of the 155th residential building permit, either (1) conditions 47 and 48 in PGCPB No. 09-93 must be satisfied, or (2) an amended Certificate of Adequacy must be approved that responds to the reduction in intensity/density of development throughout Westphalia Town Center and modifies prior off-site transportation conditions provided in PGCPB No. 09-93.*"

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

Trip Generation Rates

Townhouse (Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.70 x Units	20/80
Evening Trips = 0.80 x Units	65/35
Single-Family Housing (Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.75 x Units	20/80
Evening Trips = 0.90 x Units	65/35
Warehousing (0.3 FAR, Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.40 x ksf	80/20
Evening Trips = 0.40 x ksf	20/80
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	**Trip Distribution (In/Out)**
Morning Trips = 0.35 x Units + 12.93	24/76
Evening Trips = 0.48 x Units + 7.35	62/38
Shopping Plaza w/out Supermarket (40-150ksf) (ksf, ITE-821)	**Trip Distribution (In/Out)**
Morning Trips = 1.59 x ksf	62/38
Evening Trips = 4.76 x ksf	49/51
Supermarket (ksf, ITE-850)	**Trip Distribution (In/Out)**
Morning Trips = 2.95 x ksf	59/41
Ln(Evening Trips) = 0.82 x Ln(ksf) + 2.87	50/50

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
DSP-13006 Westphalia Phase 1	Townhouse (Prince George's County Rates)	346 units	48	194	242	180	97	277
		Prorated Internal from below	-1	-2	-3	-21	-9	-30
DSP-19009 Westphalia East	Single-Family Housing (Prince George's County Rates)	76 units	11	46	57	44	24	68
		Prorated Internal from below	0	-1	-1	-5	-2	-7
	Multifamily Housing, Low-Rise (ITE-220, Units) (Stacked Towns)	164 units	17	53	70	53	33	86
	NOTE: ITE Defines Stacked Towns as multifamily	Prorated Internal from below	0	-1	-1	-6	-3	-9
	Townhouse (Prince George's County Rates)	416 units	58	233	291	216	117	333
		Prorated Internal from below	-1	-3	-4	-25	-11	-36
DSP-19062 Westphalia North	Single-Family Housing (Prince George's County Rates)	34 units	5	21	26	20	11	31
		Prorated Internal from below	0	0	0	-2	-1	-3
	Townhouse (Prince George's County Rates)	605 units	85	339	424	315	169	484
		Prorated Internal from below	-2	-4	-6	-36	-15	-52
DET-2022-001 Westphalia Business Ctr	Warehousing (0.3 FAR, Prince George's County Rates)	306,000 sq.ft.	98	24	122	24	98	122
	Truck Trips (Note that ITE Only projects 6 AM / PM truck trips)		49	12	61	12	49	61
	Employee/Vehicular Trips		49	12	61	12	49	61
	Prorated Internal from below (Applied Only to Employee / Vehicular Trips)		-3	-3	-6	-11	-11	-22
DET for Parcels A/B	Townhouse (Prince George's County Rates)	0 units	0	0	0	0	0	0
	Multifamily Housing, Low-Rise (ITE-220, Units) (Stacked Towns)	276 units	26	84	110	87	53	140
		Prorated Internal from below	-1	0	-1	-11	-5	-15
	Supermarket (ksf, ITE-850)	24,000 sq.ft.	42	29	71	119	120	239
		Prorated Internal from below	-3	-2	-6	-15	-32	-48
	Passby Rates: AM Peak Hour = 0% and PM Peak Hour = 24%		0	0	0	-25	-21	-46
	Shopping Plaza w/out Supermarket (40-150ksf) (ksf, ITE-821)	116,340 sq.ft.	115	70	185	271	283	554
		Prorated Internal from below	-10	-5	-14	-34	-77	-110
	Passby Rates: 40%		-42	-26	-68	-95	-82	-178

Total External Trips:	AM Pk Trips:	1488	PM Pk Trips:	1778
Trip Cap:	AM Pk Trip Cap:	1610	PM Pk Trip Cap:	1719

Calculation of Internal Rates from NCHRP 684 (See attached sheets)			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Total Residential Trips	1,917	dwelling units	250	970	1,220	915	504	1,419
		Internal Trips	-5	-11	-16	-106	-46	-152
Total Grocery & Retail Trips	140,340	square feet	157	99	256	390	403	793
		Internal Trips	-13	-7	-20	-49	-109	-158
Total Westphalia Business Center	306,000	square feet	49	12	61	12	49	61
(Only 50% of Trips Assumed for Internal Capture)		Internal Trips	-3	-3	-6	-11	-11	-22

NOTES: Trip Generation Rates obtained from the Transportation Review Guidelines and/or ITE Trip Generation Manual, 12th Edition

Traffic Impact Analysis	Trip Generation Analysis for DSP-02242-01 (WTC Parcels A/B)	**Exhibit 1**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Westphalia Town Center	**Organization:**	LTC, Inc.
Project Location:	Westphalia Town Center	**Performed By:**	LTC
Scenario Description:	with Parcels A/B	**Date:**	5/15/2026
Analysis Year:	with Parcels A/B	**Checked By:**	ML
Analysis Period:	**AM Street Peak Hour**	**Date:**	5/15/2026

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	Warehouse	306	ksf	61	49	12
Retail	Grocer/Retail	140,340	sq ft	256	157	99
Restaurant				0		
Cinema/Entertainment				0		
Residential	Residential	1,900	DU's	1,220	250	970
Hotel				0		
All Other Land Uses[2]				0		
				1,537	456	1,081

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	2		0	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	10	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,537	456	1,081
Internal Capture Percentage	3%	5%	2%
External Vehicle-Trips[5]	1,495	435	1,060
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	6%	25%
Retail	8%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Westphalia Town Center
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	49	49	1.00	12	12
Retail	1.00	157	157	1.00	99	99
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	250	250	1.00	970	970
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	8	0	0	0
Retail	29		13	0	14	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	10	194	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		50	0	0	0	0
Retail	2		0	0	5	0
Restaurant	7	13		0	13	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	27	0	0		0
Hotel	1	6	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	46	49	46	0	0
Retail	13	144	157	144	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	245	250	245	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	9	12	9	0	0
Retail	7	92	99	92	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	959	970	959	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Westphalia Town Center	**Organization:**	LTC, Inc.
Project Location:	Westphalia Town Center	**Performed By:**	LTC
Scenario Description:	with Parcels A/B	**Date:**	46157
Analysis Year:	with Parcels A/B	**Checked By:**	ML
Analysis Period:	**PM Street Peak Hour**	**Date:**	46157

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	Warehouse	306	ksf	61	12	49
Retail	Grocer/Retail	140,340	sq ft	793	390	403
Restaurant				0		
Cinema/Entertainment				0		
Residential	Residential	1,900	DU's	1,419	915	504
Hotel				0		
All Other Land Uses[2]						
				2,273	1,317	956

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	0	0	1	0
Retail	4		0	0	105	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	39	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,273	1,317	956
Internal Capture Percentage	15%	13%	17%
External Vehicle-Trips[5]	1,941	1,151	790
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	92%	22%
Retail	13%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	12%	9%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Westphalia Town Center
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	12	12	1.00	49	49
Retail	1.00	390	390	1.00	403	403
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	915	915	1.00	504	504
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	2	0	1	0
Retail	8		117	16	105	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	20	212	106	0		15
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		31	0	0	37	0
Retail	4		0	0	421	0
Restaurant	4	195		0	146	0
Cinema/Entertainment	1	16	0		37	0
Residential	7	39	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	11	1	12	1	0	0
Retail	49	341	390	341	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	106	809	915	809	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	11	38	49	38	0	0
Retail	109	294	403	294	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	46	458	504	458	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

Trip Generation Rates

	Trip Distribution (In/Out)
Townhouse (Prince George's County Rates)	
Morning Trips = 0.70 x Units	20/80
Evening Trips = 0.80 x Units	65/35
Single-Family Housing (Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.75 x Units	20/80
Evening Trips = 0.90 x Units	65/35
Warehousing (0.3 FAR, Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.40 x ksf	80/20
Evening Trips = 0.40 x ksf	20/80
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	**Trip Distribution (In/Out)**
Morning Trips = 0.35 x Units + 12.93	24/76
Evening Trips = 0.48 x Units + 7.35	62/38
Shopping Plaza w/out Supermarket (40-150ksf) (ksf, ITE-821)	**Trip Distribution (In/Out)**
Morning Trips = 1.59 x ksf	62/38
Evening Trips = 4.76 x ksf	49/51
Supermarket (ksf, ITE-850)	**Trip Distribution (In/Out)**
Morning Trips = 2.95 x ksf	59/41
Ln(Evening Trips) = 0.82 x Ln(ksf) + 2.87	50/50

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
DSP-13006 Westphalia Phase 1	Townhouse (Prince George's County Rates)	346 units	48	194	242	180	97	277
		Prorated Internal from below	-1	-2	-3	-22	-9	-31
DSP-19009 Westphalia East	Single-Family Housing (Prince George's County Rates)	76 units	11	46	57	44	24	68
		Prorated Internal from below	0	0	-1	-5	-2	-8
	Multifamily Housing, Low-Rise (ITE-220, Units) (Stacked Towns)	164 units	17	53	70	53	33	86
	NOTE: ITE Defines Stacked Towns as multifamily	Prorated Internal from below	0	-1	-1	-6	-3	-10
	Townhouse (Prince George's County Rates)	416 units	58	233	291	216	117	333
		Prorated Internal from below	-1	-2	-4	-26	-11	-37
DSP-19062 Westphalia North	Single-Family Housing (Prince George's County Rates)	34 units	5	21	26	20	11	31
		Prorated Internal from below	0	0	0	-2	-1	-3
	Townhouse (Prince George's County Rates)	605 units	85	339	424	315	169	484
		Prorated Internal from below	-2	-4	-5	-38	-16	-54
DET-2022-001 Westphalia Business Ctr	Warehousing (0.3 FAR, Prince George's County Rates)	306,000 sq.ft.	98	24	122	24	98	122
	Truck Trips (Note that ITE Only projects 6 AM / PM truck trips)		49	12	61	12	49	61
	Employee/Vehicular Trips		49	12	61	12	49	61
	Prorated Internal from below (Applied Only to Employee / Vehicular Trips)		-3	-3	-6	-11	-11	-22
DET for Parcels A/B	Townhouse (Prince George's County Rates)	0 units	0	0	0	0	0	0
	Multifamily Housing, Low-Rise (ITE-220, Units) (Stacked Towns)	154 units	16	51	67	50	31	81
		Prorated Internal from below	-1	-1	-1	-7	-4	-9
	Supermarket (ksf, ITE-850)	24,000 sq.ft.	42	29	71	119	120	239
		Prorated Internal from below	-3	-2	-5	-15	-32	-48
	Passby Rates: AM Peak Hour = 0% and PM Peak Hour = 24%		0	0	0	-25	-21	-46
	Shopping Plaza w/out Supermarket (40-150ksf) (ksf, ITE-821)	116,340 sq.ft.	115	70	185	271	283	554
		Prorated Internal from below	-9	-5	-14	-34	-77	-110
	Passby Rates: 40%		-42	-26	-68	-95	-82	-178

Total External Trips: AM Pk Trips: 1447 PM Pk Trips: 1719

Trip Cap: AM Pk Trip Cap: 1610 PM Pk Trip Cap: 1719

Calculation of Internal Rates from NCHRP 684 (See attached sheets)			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Total Residential Trips	1,795 dwelling units		240	937	1,177	878	482	1,360
		Internal Trips	-5	-10	-15	-106	-46	-152
Total Grocery & Retail Trips	140,340 square feet		157	99	256	390	403	793
		Internal Trips	-12	-7	-19	-49	-109	-158
Total Westphalia Business Center	306,000 square feet		49	12	61	12	49	61
(Only 50% of Trips Assumed for Internal Capture)		Internal Trips	-3	-3	-6	-11	-11	-22

NOTES: Trip Generation Rates obtained from the Transportation Review Guidelines and/or ITE Trip Generation Manual, 12th Edition

Traffic Impact Analysis	Sensitivity Analysis for DSP-02242-01 (WTC Parcels A/B)	**Exhibit 2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Westphalia Town Center	**Organization:**	LTC, Inc.
Project Location:	Westphalia Town Center	**Performed By:**	LTC
Scenario Description:	with Parcels A/B	**Date:**	5/15/2026
Analysis Year:	with Parcels A/B	**Checked By:**	ML
Analysis Period:	**AM Street Peak Hour**	**Date:**	5/15/2026

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	Warehouse	306	ksf	61	49	12
Retail	Grocer/Retail	140,340	sq ft	256	157	99
Restaurant				0		
Cinema/Entertainment				0		
Residential	Residential	1,900	DU's	1,177	240	937
Hotel				0		
All Other Land Uses[2]				0		
				1,494	446	1,048

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	0	0
Retail	2		0	0	5	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	9	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,494	446	1,048
Internal Capture Percentage	3%	4%	2%
External Vehicle-Trips[5]	1,454	426	1,028
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	6%	25%
Retail	8%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Westphalia Town Center
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	49	49	1.00	12	12
Retail	1.00	157	157	1.00	99	99
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	240	240	1.00	937	937
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	8	0	0	0
Retail	29		13	0	14	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	9	187	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		50	0	0	0	0
Retail	2		0	0	5	0
Restaurant	7	13		0	12	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	27	0	0		0
Hotel	1	6	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	46	49	46	0	0
Retail	12	145	157	145	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	235	240	235	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	3	9	12	9	0	0
Retail	7	92	99	92	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	927	937	927	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Westphalia Town Center	**Organization:**	LTC, Inc.
Project Location:	Westphalia Town Center	**Performed By:**	LTC
Scenario Description:	with Parcels A/B	**Date:**	46157
Analysis Year:	with Parcels A/B	**Checked By:**	ML
Analysis Period:	**PM Street Peak Hour**	**Date:**	46157

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	Warehouse	306	ksf	61	12	49
Retail	Grocer/Retail	140,340	sq ft	793	390	403
Restaurant				0		
Cinema/Entertainment				0		
Residential	Residential	1,900	DU's	1,360	878	482
Hotel				0		
All Other Land Uses[2]						
				2,214	1,280	934

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.00	0%	0%	1.00	0%	0%
Hotel						
All Other Land Uses[2]	1.00	0%	0%	1.00	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	0	0	1	0
Retail	4		0	0	105	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	39	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	2,214	1,280	934
Internal Capture Percentage	15%	13%	18%
External Vehicle-Trips[5]	1,882	1,114	768
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	92%	22%
Retail	13%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	12%	10%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Westphalia Town Center
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	12	12	1.00	49	49
Retail	1.00	390	390	1.00	403	403
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	878	878	1.00	482	482
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		10	2	0	1	0
Retail	8		117	16	105	20
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	202	101	0		14
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		31	0	0	35	0
Retail	4		0	0	404	0
Restaurant	4	195		0	140	0
Cinema/Entertainment	1	16	0		35	0
Residential	7	39	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	11	1	12	1	0	0
Retail	49	341	390	341	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	106	772	878	772	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	11	38	49	38	0	0
Retail	109	294	403	294	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	46	436	482	436	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

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August 28, 2026

Mr. Mark Berger, AICP
Supervisor, Transportation Planning Section
M-NCPPC
1616 McCormick Drive
Largo, MD 20774

RE: Westphalia Parcels A & B
Prince George's County, Maryland
Our Job No.: 2005-1002B

Dear Mr. Berger:

As required, we have provided a parking analysis for the proposed mixed-use development for Westphalia Parcels A & B in accordance with the requirements of **Section 27-574, "Number of Spaces Required in the M-X-T Zone and in a Metro Planned Community,"** of the Prince George's County Zoning Ordinance. As required by Section 27-574(a), this assessment documents the methodology, assumptions, and data utilized in determining the appropriate parking supply for Planning Board consideration at the time of Detailed Site Plan approval.

In accordance with Section 27-574(b)(1), the first step in the analysis is to determine the number of parking spaces required for each proposed land use based on the requirements of Section 27-568. These calculated values represent the peak parking demand for each individual use. The proposed development includes 276 2-over-2's, which is considered townhouse units for parking calculations and 139,914 square feet of retail space. Applying the prescribed parking rates as shown Table 1, the townhouse component generates a peak demand of 564 spaces (2.04 spaces per unit), and the retail component generates a peak demand of 560 spaces (one space per 250 square feet).

Consistent with Section 27-574(b)(2), an hourly fluctuation analysis was performed to evaluate the variation in parking demand throughout the day and is also found in Table 1. Parking demand during non-peak hours is assumed to be proportional to the peak, based on the percentage of peak demand in each hour. Obtained from the ITE Parking Generation Manual, 6th Edition, weekday diurnal distribution factors were applied to both the residential and retail components to establish an hourly parking demand profile for each use (see attached). As reflected in the attached table, each use exhibits distinct peak periods, with residential demand highest during the overnight and late evening hours, and retail demand peaking during the midday and afternoon periods.

In accordance with Section 27-574(b)(3), the combined hourly parking demand was calculated by summing the hourly demand for each use to determine the total parking requirement for each hour of the day. The greatest combined hourly demand represents the base parking requirement for the site. Based on this analysis, the maximum weekday hourly parking demand occurs during the early evening period, with a total demand of 983 parking spaces. This value represents the base parking requirement for the proposed development.

The proposed site plan provides a total of 1,230 parking spaces, which exceeds the calculated base requirement of 983 spaces and therefore demonstrates that adequate parking is supplied to accommodate peak demand conditions. In addition, the retail parking supply of 626 spaces represents less than 115% of the retail base requirement, which is consistent with the limitation established in Section 27-574(b)(3) for non-residential uses within the M-X-T Zone.

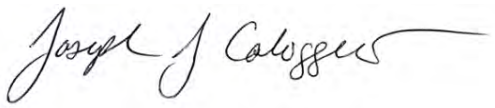
With respect to Section 27-574(b)(4), no reductions to the base parking requirement have been assumed for multipurpose trips or transit usage. As such, the analysis conservatively reflects full parking demand without reliance on potential reductions associated with internal trip capture or alternative transportation modes.

Finally, as outlined in Section 27-574(b)(5), the proposed parking layout has been reviewed in the context of space allocation and proximity to the uses served. The parking supply is distributed throughout the site in a manner that supports the functional needs of both residential and retail components, without reliance on remote or impractical shared parking areas.

Based on the procedures set forth in Section 27-574 and the results of the shared parking analysis, the proposed parking supply is sufficient to accommodate the anticipated demand. The development satisfies the requirements of the M-X-T Zone and demonstrates that the site will be adequately parked under peak conditions.

If you have any questions, please let me know. Thanks!

Sincerely,



Joseph J. Caloggero, P.E., PTOE, PTP
Vice President

JJC:amr

(F:\2005\2005-1002B_Westphalia\DOCS\CORRESP\ANALYST\March 2026\Westphalia Parcels A & B_Parking Analysis Ltr_Berger_August 2026.docx)

Table 1

Westphalia A & B

Shared Parking Analysis

Land Use

Townhouses = 276 units
Retail = 139,914 sq ft

Parameters: (Prince George's County Zoning Ordinance Section 27-568)

Townhouses = 2.04 ps/Dwelling unit
Retail = 1 ps/250 sq ft GLA

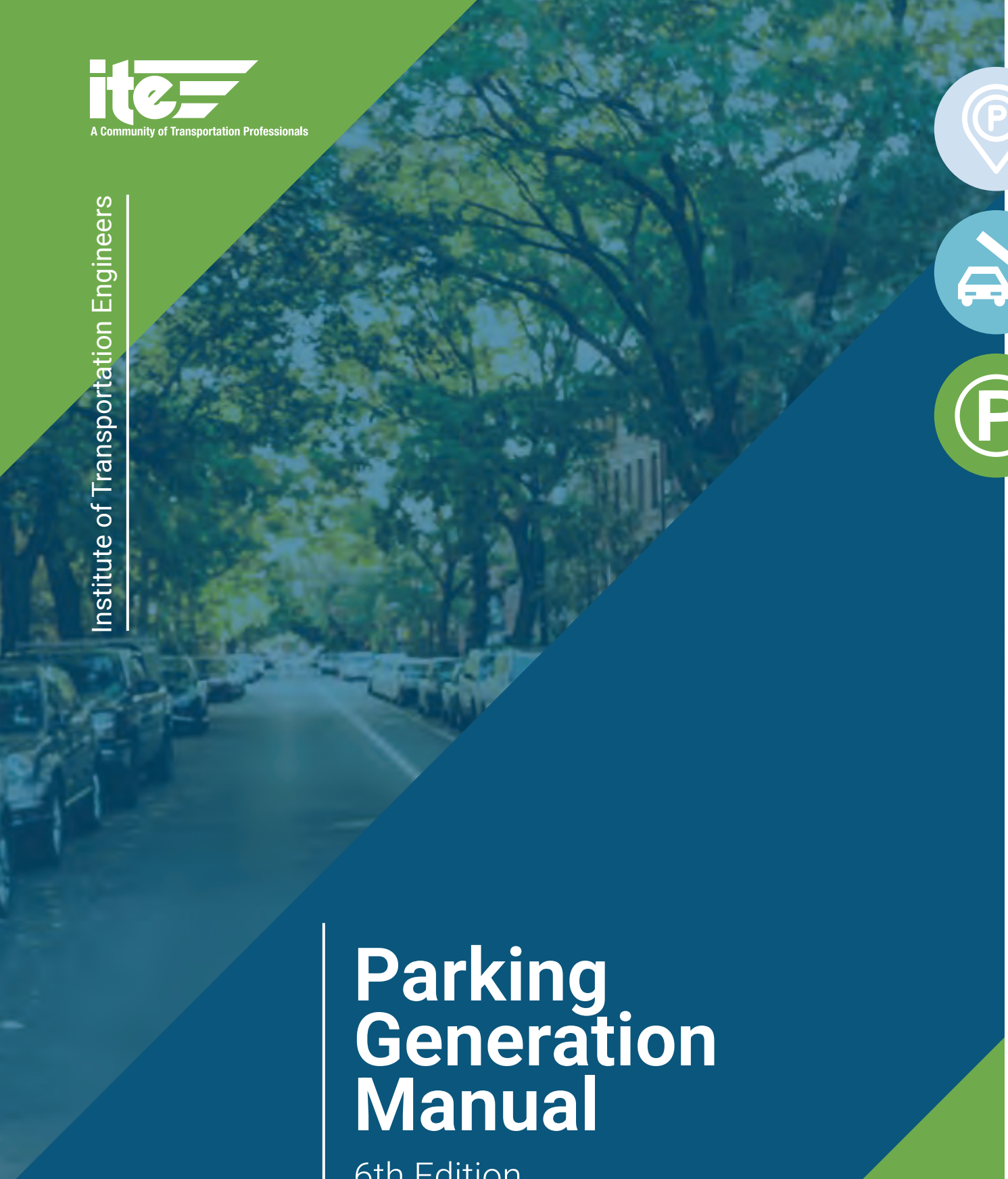
Parking spaces needed for each proposed use:		**Spaces shown on Plan**	
Townhouses =	564	604	
Retail =	560	626	(115% of requirement)
TOTAL =	**1124**	**1230**	

Weekday Hourly Parking Demand per 27-574

Time of Day	Townhouses		Retail		Total
	Percent of Peak Parking Demand	Needed spaces	Percent of Peak Parking Demand	Needed spaces	
7:00 AM	85%	479	***36%***	202	681
8:00 AM	78%	440	***46%***	258	698
9:00 AM	70%	395	56%	314	709
10:00 AM	70%	395	74%	414	809
11:00 AM	63%	355	82%	459	814
12:00 PM	64%	361	100%	560	921
1:00 PM	64%	361	100%	560	921
2:00 PM	59%	333	99%	554	887
3:00 PM	60%	338	97%	543	881
4:00 PM	66%	372	98%	549	921
5:00 PM	70%	395	99%	554	949
6:00 PM	81%	457	94%	526	**983**
7:00 PM	84%	474	88%	493	967
8:00 PM	92%	519	77%	431	950
9:00 PM	96%	541	***39%***	216	757
10:00 PM	97%	547	***19%***	108	655
11:00 PM	99%	558	***10%***	54	612
12:00 AM	100%	564	***5%***	27	591

Maximum Weekday Hourly Demand = 983 parking spaces

Notes: 1. Parking generation diurnals were obained from ITE Parking Generation Manual, 6th Edition. 2. Diurnal rates that are bold and italicized are not provided in ITE Parking Generation Manual, and are estimated for purpose of this analysis.



ite
A Community of Transportation Professionals

Institute of Transportation Engineers

Parking Generation Manual

6th Edition

October 2023

Land Use: 215 Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less. There are no study sites in the current database for the "close to rail transit" subcategory.

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand on a weekday for five study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00-4:00 a.m.	100
5:00 a.m.	98
6:00 a.m.	97
7:00 a.m.	85
8:00 a.m.	78
9:00 a.m.	70
10:00 a.m.	70
11:00 a.m.	63
12:00 p.m.	64
1:00 p.m.	64
2:00 p.m.	59
3:00 p.m.	60
4:00 p.m.	66
5:00 p.m.	70
6:00 p.m.	81
7:00 p.m.	84
8:00 p.m.	92
9:00 p.m.	96
10:00 p.m.	97
11:00 p.m.	99

Land Use: 821 Shopping Plaza (40-150k)

Description

A shopping plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has between 40,000 and 150,000 square feet of gross leasable area (GLA). The term “plaza” in the land use name rather than “center” is simply a means of distinction between the different shopping center size ranges. Various other names are commonly used to categorize a shopping plaza within this size range, depending on its specific size and tenants, such as neighborhood center, community center, and fashion center.

A supermarket is often the major tenant of a shopping plaza but many shopping plazas are anchored by home improvement, discount, or other stores. A shopping plaza typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants. A shopping plaza is almost always open-air and the GLA is the same as the gross floor area (GFA) of the building.

The 150,000 square feet GLA threshold value between shopping plaza and shopping center (Land Use 820) is based on an examination of parking demand data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a noticeable effect on site parking demand. For a shopping center that is larger than the threshold value, the parking demand generated by its other major tenants appears to mask the effects of the presence or absence of an on-site supermarket.

The 40,000 square feet GLA threshold between shopping plaza and strip retail plaza (Land Use 822) is based on an examination of the parking demand database. All shopping plazas with a supermarket as their anchor in the database are larger than 40,000 square feet GLA.

Land Use Subcategory

Data are separated into two subcategories for this land use:

- Sites with a supermarket anchor
- Sites without a supermarket

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand for a shopping plaza with a supermarket on a Monday-Thursday (four study sites), a Friday (five study sites), and a Saturday (seven study sites).

Hour Beginning	Percent of Peak Parking Demand		
	Monday–Thursday	Friday	Saturday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	—	—	—
9:00 a.m.	56	48	50
10:00 a.m.	74	68	72
11:00 a.m.	82	80	90
12:00 p.m.	100	92	98
1:00 p.m.	99	100	100
2:00 p.m.	96	99	100
3:00 p.m.	97	92	99
4:00 p.m.	98	94	95
5:00 p.m.	99	93	84
6:00 p.m.	94	83	72
7:00 p.m.	88	79	68
8:00 p.m.	77	67	56
9:00 p.m.	—	—	—
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

DSP-2026-0013_Backup_Appl_448

Countywide Planning Division
Historic Preservation Section 301-952-3680

August 24, 2026

MEMORANDUM

TO: Jill Kosack, Urban Design Section, Development Review Division

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

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division **AGC**

SUBJECT: **DSP-2026-0013 Westphalia Town Center - Retail**

The subject property comprises 72.66 acres and is located approximately 1,500 feet east of the intersection of Presidential Parkway and Woodyard Road. The subject property was zoned Mixed Use Transportation Oriented (M-X-T) per the Prior Zoning Ordinance, is located in the Military Installation Overlay Zone – Height (MIO), and is located within the 2007 *Approved Westphalia Sector Plan* area. The subject application proposes the development of up to 53 single-family attached dwelling units, 206 two-family attached (2-over-2) dwelling units, and approximately 140,430 square feet of commercial/retail and institutional use.

The 2007 *Approved Westphalia Sector Plan* contains policies and goals related to historic preservation (pages 66-68). However, these are not specific to the subject site or applicable to the proposed development. A Phase I archeology survey was conducted on the subject property in 2006 by URS Corporation. A report, *Phase I Archaeological Survey of the Westphalia Center Development Tract, Prince George's County, Maryland*, was received by the Planning Department and was reviewed by the Historic Preservation staff. Six archeological sites were identified: 18PR848, 18PR849, 18PR850, 18PR851, 18PR852, and 18PR853. All were identified as early to mid-twentieth-century house sites, and no further work on any of the identified sites was recommended. Historic Preservation staff concurred that no additional archeological investigations were necessary on the Westphalia Town Center property.

There are no Prince George's County Historic Sites or resources on or adjacent to the subject property.

Historic Preservation staff recommends approval of DSP-2026-0013, Westphalia Town Center – Retail, with no conditions.

September 9, 2026

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Thomas E. Lester III, Acting Planning Supervisor, Long-Range Planning Section, Community Planning Division TEL

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

SUBJECT: **DSP-2026-0013 Westphalia Town Center – Retail Pods A and B**

FINDINGS

Pursuant to Section 27-546(d)(2) of the Prior Zoning Ordinance, the Planning Board must find "For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan." Conformance to the Sector Plan design guidelines or standards is required.

The Community Planning Division finds that the site plan conforms with the recommendations of the 2007 *Approved Westphalia Sector Plan* and meets the design guidelines and standards of the Sector Plan.

BACKGROUND

Application Type: Detailed Site Plan outside of an overlay zone where conformance to a master plan is required by Section 27-546(d)(2)

Planning Area: 78

Community: Westphalia and Vicinity

Location: In the northeast quadrant of the intersection of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road); 4999 Melwood Road, Upper Marlboro, MD 20772

Size: 65.88 acres

Existing Use: Undeveloped; partially wooded.

Future Land Use: Town Center Fringe; Public/Private Open Space

Proposal: Construction of 53 single-family attached (townhouse) dwelling units, 206 two-family attached (two-over-two) dwelling units, and approximately 140,430 square feet of commercial/retail and institutional uses.

Zoning: Town Activity Center – Edge (TAC-E) Zone; Military Installation Overlay (MIOZ) Zone

Prior Zoning: Mixed Use-Transportation Oriented (M-X-T) Zone; Military Installation Overlay (MIOZ) Zone

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Westphalia Town Center, which is a Plan 2035-designated Town Center. Plan 2035 defines a town center as an auto-accessible center that anchors a larger area of suburban subdivisions. Overall, town centers are less dense and intense than other center types and may be larger than a half mile in size due to their auto orientation. Town centers typically have a walkable "core." The mix of uses is often horizontal across the centers rather than vertical within individual buildings. Town centers are envisioned to develop per the guidelines of Plan 2035 to help fulfill countywide goals (Table 16: Plan 2035 Center Classification System, p. 108; Map 11: Growth Policy Map, p. 107).

The application aligns with multiple goals stated in Plan 2035. The plan's Economic Prosperity Goal is to "create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base" (p. 121). The plan's Housing and Neighborhoods Goal is to "provide a variety of housing options—ranging in price, density, ownership, and type—to attract and retain residents, strengthen neighborhoods, and promote economic prosperity" (p. 181). This application meets these goals by providing a range of housing and commercial and retail opportunities by creating a suburban development.

Sector Plan: The 2007 *Approved Westphalia Sector Plan* (Sector Plan) recommends **Town Center Fringe** and **Public/Private Open Space** land uses on the subject property (Map 4: Land Use, p. 19). The Sector Plan does not make a recommendation for residential density within the Town Center Fringe. However, the Sector Plan does recommend within the Town Center Fringe a floor-to-area ratio (FAR) of 0.3 or greater for commercial and employment uses. The applicant proposes a mix of uses (residential, commercial, and open space) on 65.88 acres bounded by the north and east sides of Woodyard Road and the west side of Melwood Road, as part of the Westphalia Town Center. The proposed use aligns with the recommended land use.

In addition, the Sector Plan recommends the following strategies to help advance the intent and purpose of the plan.

Strategy IV. Town Center Fringe (p. 27)

Develop town center fringe areas as distinct and cohesive districts of commercial, office, employment, and institutional uses in campus-like settings that are separate from the core and have "greener" character and setting by abutting parkways, parks, and green space fronting MD 4. Create building styles that favor large office or institutional developments, with medium- to large-scale commercial developments, and limited landmark, high-density structures such as mid-rise hotel and office buildings.

The proposed site plan contains medium- to large-scale opportunities for retail locations with space for landscaping along the streetscape to create a "greener" character, especially along the roads and nearby parking areas.

Design Principles (p. 27)

- **Design large commercial buildings to have architectural variation that supports a human scale and provides the appearance and functionality of smaller scale development:**

    - **Where feasible, use small buildings in key locations to create a human-scale environment in large retail centers.**
      The commercial buildings are strategically located and include design elements such as awnings to create a human-scale environment.

    - **Design structures to be of a height and mass that are compatible with the surrounding area.**

      All retail buildings will be one story in height with some retail buildings on individual pad sites and one large block of retail buildings adjacent to each other.

    - **Design large retail buildings to have articulation and to break up large masses by creating multiple entries and façade treatments that create the appearance of multiple smaller buildings.**

      Building entrances, vertical banding, building materials, and architectural fenestration are used to break up the building façades and create the appearance of smaller buildings.

    - **Incorporate separate individual main entrances directly leading to the outside of large buildings to function as smaller building storefronts.**

      Individual entrances are proposed along larger buildings to break up the building façade and provide access to each individual retail space.

    - **Use offsetting planes, roof lines, and overhangs or other means to break up the exterior façades of large retail establishment structures into distinct building masses.**

      Different building materials, color, and massing are used to break up the building facades of the commercial uses to provide architectural interest and create a unique sense of place.

- **Utilize green space as buffers or public spaces, and integrate them into campus-like settings.,**

  The open space and natural areas provide an adequate buffer creating a transition from the commercial uses to the adjacent single family attached homes.

- **Design structures to border or overlook green spaces.**

  The commercial buildings are designed around a surface parking lot that incorporates landscape islands that break up the asphalt by providing shade, reduce stormwater runoff, and green space to soften the surface parking lot.

The retail development is anchored by a grocery and includes a series of small retail buildings that are distributed throughout the commercial development. The large retail building to the west of the commercial development is proposed to be broken into four distinct retail spaces with articulation and differentiation provided by building materials and signage.

Design Principles (p. 28)

- **Design parking that is functional and supports aesthetics of the built environment:**

  - **Promote development of parking structures that are wrapped on their exterior with other uses to conceal the parking structure.**

    Surface parking is proposed to serve the retail uses.

  - **Use trees and other landscaping to provide shade, screening, and filtering of stormwater runoff in parking lots.**

    Trees and landscaping are used in the parking area to provide shade for the parking area and will filter stormwater runoff.

Surface parking for the retail development will be framed by one large building west of the parking lot and multiple buildings distributed around the parking lot periphery on pad sites. The site plan proposes multiple stormwater management facilities to the north of the proposed development to treat stormwater runoff.

Design Principles (p. 28)

- **Screen the service and loading areas of businesses:**
  - **Service/loading areas should have an articulated screening wall to shield trucking activities from pedestrian areas.**

    Service and loading areas are screened from pedestrian areas.

- **Loading areas and service driveways should adjoin alleys or parking areas to the rear or the principal building and shall be hidden from streets, parks, squares, and pedestrian spaces.**

  Loading areas are located behind the buildings and are not visible.

- **Hide trash receptacles, garbage areas, and storage areas from public rights-of-way and public and pedestrian spaces through strategic placement and screening.**

  Gated masonry (brick) enclosures will screen the dumpsters.

The loading areas and trash receptacles are adequately screened and are not visible from the public realm.

- **Create signage that functions to market services or denote building tenants but does not compromise aesthetics or safety:**

Monument signage is proposed on Woodyard Road and Melwood Road. The signage design is attractive and uses a variety of materials and finishes to advertise retail tenants.

- **Design signs to only advertise a service, product, or business on the site on which the sign is located.**

  Monument signs are limited and clearly demonstrate the location of the business or service.

- **Design signs to be compatible in style and character with the primary structure on the site.**

  The sign design is consistent and creates a unique identity for the community.

- **Discourage large wall signs.**

  Large wall signs are not proposed.

- **Promote monument signage.**

  Monument signs are proposed on Woodyard Road and Melwood Road.

- **Encourage appropriately scaled monument signage:**
  - **Do not exceed eight feet in height and 60 square feet of area per side for multi-tenant monument signage.**

  The signs are appropriately designed and meet the sign design guidelines.

- **Prohibit pole-mounted signs except directional signs.**

  Pole-mounted signs are not proposed.

- **Prohibit signs that compromise motorist safety:**
  - **No fluorescent, reflective, or blinking signs.**
  - **Discourage animated, flashing, rotating signs.**

  Neither fluorescent, reflective, or blinking signs, nor animated, flashing, or rotating signs are proposed.

- **Prohibit roof signs.**

  Roof-mounted signs are not proposed.

Strategy (p. 30)
Develop approximately 3,500 acres of new low- to medium-density residential areas in a manner that conserves and is integrated with approximately 1,300 acres of existing residential development in accordance with the overall development pattern concept.

The lotting pattern is consistent with the surrounding development pattern. The block layout of housing units and streetscape is compatible and creates a similar grid pattern.

Design Principles (p. 31)

- **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.**

    The same high-quality building materials across all dwelling units, incorporating enhanced architectural treatments, such as premium articulation and additional windows on corner and high-visibility units.

  - **Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.**

    Balconies, bay windows, and decks are offered as options that can be added to the housing models and will create varied building facades.

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

    The proposed attached dwellings include rear-loading garages that are accessed by alleys and do not face the street.

- **Incorporate a variety of housing types in single-family projects/subdivisions:**
  - **Build townhomes and small lot single-family homes to add diversity to neighborhoods or as a transition between higher density units and lower density single-family neighborhoods.**

  A variety of single-family attached units are proposed that include a variety of building materials and facades to add diversity and character to the development.

- **Maximize the number of windows facing public streets.**

  Windows are proposed on the front facades of the buildings facing the public street and parking areas, which allow for natural surveillance of the area and promote a sense of safety.

The development features dwelling units with masonry (brick) facades on the front, back and rear, with one-car rear loading garages with access from rear alleys. Architectural and design diversity is achieved by the alternating uses of colors, materials, bay windows, window layouts, and offset roof pitching.

Aviation/MIOZ: This application is located within the Military Installation Overlay Zone (MIOZ) for Height, Surface E (Conical Surface). Refer to Section 27-4402(c)(5)(B) and Figure 27-4402(c)(5)(B): Height, of the Zoning Ordinance for the requisite Height Standards for this development under the MIOZ.

SMA/Zoning: The 2007 *Approved Westphalia Sectional Map Amendment* rezoned the subject property from the Residential-Agricultural (R-A) and the Planned Industrial/Employment Park (I-3) Zones to the Mixed Use-Transportation Oriented (M-X-T) Zone. On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the M-X-T Zone to the Town Activity Center – Edge (TAC-E) Zone, effective April 1, 2022.

MASTER PLAN CONFORMANCE ISSUES:

None

cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

September 4, 2026

MEMORANDUM

TO: Jill Kosack, Urban Design Review Section, Development Review Division

FROM: MM Melanie Marino, Transportation Planning Section, Countywide Planning Division

VIA: NS Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

MB Mark Berger, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-2026-0013, Westphalia Town Center

Prior Conditions of Approval

The property is subject to Conceptual Site Plan (CSP)-07004-01 and Preliminary Plan of Subdivision (PPS), 4-08002. Below, the transportation section analyzes the relevant conditions for the subject development proposal.

CSP-07004-01

> 15. Prior to approval of a detailed site plan for specific buildings for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the applicants of the Moore Property and the balance of Westphalia Center, separately, shall obtain approval of a special-purpose detailed site plan to establish regulating standards for signage and to identify appropriate locations for transit stops in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show site plan details of the public open spaces and establish a timing plan for the improvement of these public spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition shall be construed such that the Moore Property may proceed prior to the entire Westphalia Center. However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time.

Comment: Both required special-purpose Detailed Site Plans (DSP) have been accepted and approved (DSP-12043 and DSP-12043-01). The two accepted DSPs satisfy this condition.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

Comment: The applicant has included a comprehensive pedestrian network that includes five-to-eight-foot sidewalks, crosswalks, and Americans with Disabilities Act (ADA) compliant ramps. A raised, mountable island is included in plans at one of the Woodyard Road entrances for traffic calming. Streetlights are included across the site for nighttime pedestrian safety. These features are evaluated below.

26. Prior to the issuance of the first building permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Pay a pro rata share of the cost of construction of an interchange at MD 4 and Old Marlboro Pike/Westphalia Road. The pro rata share shall be payable to Prince George's County (or its designee) with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be determined after the Planning Board adopts a resolution establishing a Surplus Capacity Reimbursement Procedure (SCRP). The pro rata share shall be indexed by multiplying the dollar amount ($) x Engineering News Record Highway Construction Cost Index (at the time of building permit application) / Engineering News Record Highway Construction Cost Index (for the second quarter 2006).

b. The above improvement shall have full financial assurances through either private money and/or full funding in the Prince George's County Capital Improvement Program (CIP), an SCRP, State Consolidated Transportation Program (CTP), or public financing plan approved by the District Council.

Comment: This condition has been superseded by condition 48 in 4-08002. This condition will be addressed in the PPS prior conditions section below.

27. Prior to the issuance of building permits, the applicant and the applicant's heirs, successors and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak-hour trip x (Engineering News Record Highway Construction Cost Index at the time of building permit application) /(Engineering News Record Highway Construction Cost Index for the second quarter 2008).

Comment: This condition has been superseded by condition 47 in 4-08002. This condition will be addressed in the PPS prior conditions section below.

28. Prior to the issuance of any building permits for each phase or DSP 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. MD 4 and Forestville Road intersection
(1) Add a third westbound through lane along MD 4.
(2) Add a second northbound double-left-turn lane along Forestville Road at MD 4.
(3) Add a second northbound through lane along Forestville Road at MD 4.
(4) Convert the southbound right-turn lane into a combined through-and-right lane.
(5) Add a second southbound left-turn lane along Forestville Road at MD 4.
(6) Rebuild the existing traffic signal.

b. MD 4 and Dower House Road
(1) Construct a grade-separated, two-point diamond interchange with traffic signals at both at-grade intersections, subject to the requirements of SHA.

c. MD 4 and MD 223 Interchange
(1) The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.
(2) Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off-ramp.
(3) Construct a second southbound left turn along MD 223 at the MD 4 EB on-ramp.
(4) Widen the MD 4 EB on-ramp to accept the southbound double-left movement.
(5) Provide a third NB through lane along MD 223 at the MD 4 EB on-ramp.
(6) Install a traffic signal at the intersection of MD 223 and MD 4 EB off ramp— MD 4 EB on ramp.

d. MD 223 and Perrywood Road
(1) Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

e. MD 223 and Marlboro Pike
(1) Construct a southbound double-left-turn lane.
(2) Modify traffic signal.
(3) Provide separate left, through and right-turn lanes on eastbound approach.

f. MD 223 and Dower House Road
(1) Create a double left, a through, and a separate right-turn lane on the northbound approach along MD 223.

(2) Create a left turn, a through, and a shared through-and-right lane on the southbound approach along MD 223.
(3) Modify traffic signals.

Comment: This condition has been superseded by condition 48 in 4-08002. This condition will be addressed in the PPS prior conditions section below.

32. In conformance with the adopted and approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

a. Construct the subject site's portion of the Cabin Branch master plan trail. The trail alignment, design, and timing shall be determined at the time of preliminary plan.
b. Construct the master plan trail along the subject site's entire segment of Back Branch. The trail alignment, design, and timing shall be determined at the time of preliminary plan.
c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of detailed site plan.

Comment: The Cabin Branch master plan is not located in this DSP's area; therefore, condition 32a does not apply to this DSP. The applicant shall coordinate with the Department of Parks and Recreation (DPR) to construct the Back Branch trail to comply with condition 32b. MC-634 and A-66 are not located in this DSP's area; therefore, condition 32c does not apply to this DSP.

34. Total development within the subject property shall be limited to uses which generate no more than 7,149 AM peak-hour trips, and 8,910 PM peak-hour trips, in consideration of the approved trip rates and methodologies for computing pass-by and internal trip capture rates. 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: This condition has been superseded by condition 42 in 4-08002. This condition will be addressed in the PPS prior conditions section below.

4-08002

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, with triggers for construction to be determined with the special purpose detailed site plan:

a. Construct the master-plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the

extent practical and will cross the Westphalia Center, Moore Property, and Smith Property applications.

b. Construct the master-plan trail along the subject site's entire segment of Back Branch on the alignment proposed by the applicant on the Trail Alignment Exhibit. The stream valley trail shall be completed in phase with the completion of the associated proposed roadways and the stormwater management pond. If some or all of Private Road QQ is eliminated (per discussion with the applicant and EPS), the master-plan trail shall still be constructed on or near the same alignment as envisioned in the sector plan.

c. Construct the minimum eight-foot-wide master-plan trail along the subject site's entire frontage on the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of DSP.

d. Pedestrian safety features, traffic calming, and pedestrian amenities will be evaluated at the time of each DSP.

e. The approved Westphalia sector plan recommends that Melwood Road be designated as a Class III bikeway with appropriate signage. Because Melwood Road is a County right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $1,260 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. Any appropriate safety improvements necessary along this County OP minimal maintenance road will be determined by DPW&T and should accommodate bicycle movement.

f. Provide minimum ten-foot-wide sidewalks along both sides of the town center boulevard.

g. Mark and label the six-foot-wide sidewalks on the urban residential road 70-foot right-of-way.

h. In areas of landscaping and street furniture, a clear horizontal sidewalk space of eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center Core. The optional zone may be reduced to 28 feet in order to accommodate this change.

I. Provide minimum ten-foot-wide sidewalks (clear pedestrian zones) along both sides of the town center boulevard. The optional zone for the town center boulevard may be reduced to 26 feet.

j. Modify the width of the "urban sidewalks" included on the north-south urban mixed-use roads to be a minimum of eight feet. The optional zone for the north-south urban mixed-use roads may be reduced to 28 feet.

k. Provide minimum sidewalks of six feet along both sides of MC-632 as approved on the street sections for CSP-07004.

l. Provide six-foot-wide sidewalks and designated bike lanes along MC-637 as approved on the street sections for CSP-07004.

m. Standard sidewalks shall be provided along both sides of all internal roads (excluding alleys), unless modified by DPW&T.

Comment: The Cabin Branch trail is not located in this portion of the Westphalia Town Center; therefore, condition 21a does not apply to the project proposal. The Back Branch trail is not depicted on the submitted application materials. The applicant must revise the plans to show this trail alignment and/or coordinate with DPR to meet the requirements of condition 21b. The trail north of MC-634 and A-66 referenced in condition 21c is north of the subject site; therefore, this condition does not apply to this DSP. Pedestrian safety features, amenities, and traffic calming measures have been evaluated for this DSP and meet condition 21d. To satisfy condition 21e, the applicant shall pay the aforementioned fee prior to certification of this DSP. Conditions 21f, 21g, 21h, 21i, and 21j similarly do not apply to the subject site because they are located elsewhere within the Westphalia Town Center. There is an existing eight-foot-wide sidewalk along the north side of MC-632 (Woodyard Road), and the applicant has proposed five-foot-wide sidewalks along the northern side. The applicant shall provide a six-foot-wide sidewalk along the northern side of Woodyard Road to satisfy condition 21k. Condition 21l is also located elsewhere and does not apply to the subject site. The applicant has provided standard sidewalks along both sides of all internal roads, satisfying condition 21m. To satisfy conditions 21n and 21o, the applicant shall coordinate with the appropriate agencies.

42. Total development within the subject property shall be limited to uses which generate no more than 6,816 AM peak-hour trips, and 8,526 PM peak-hour trips, in consideration of the approved trip rates and the approved methodologies for computing pass-by and internal trip capture rates. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

Comment: The submitted application proposes the development of 276 two-over-two units, a 24,000 square foot supermarket, and a 116,340 square foot shopping plaza. The proposed use mix generates 1,488 AM peak-hour trips and 1,778 PM peak-hour trips when added to previously approved DSPs within the project site.

However, the applicant has provided an alternative proposal that includes the same commercial uses with 154 two-over-two units. This alternative proposal would generate 1,447 AM peak-hour trips and 1,719 PM peak-hour trips. Neither project proposal exceeds the trip cap of 6,816 AM peak-hour trips and 8,526 PM peak-hour trips. This condition has been met.

43. A traffic phasing analysis will be submitted and reviewed during the processing of the detailed site plan for each phase. This traffic phasing analysis will define the improvements required for Phase 1A, 1B, IC, 2A, 2B, 2B, 2C, 2D, 3A, 3B, and Phase 5. The above-mentioned traffic conditions will be modified to adjust the timing trigger and extent of these improvements for each phase. This phasing analysis will not exceed the 6,186 AM peak-hour trips and 8,526 PM peak-hour trip cap, unless a new preliminary plan of subdivision is processed.

Comment: The applicant's submitted traffic memo includes a sheet detailing the number of trips generated per project phase. Staff is tracking this condition with each submission.

44. The transportation improvements expressed herein shall remain in full force and effect unless otherwise modified pursuant to agreement initiated by the Transportation Planning Section of M-NCPPC, SHA, and DPW&T, in concurrence with the applicant, and provided any such technical or engineering change maintains the levels of adequate transportation facilities approved herein. Any modification of transportation improvements may not be inconsistent with the Planning Board findings and conditions.

Comment: The transportation improvements detailed in conditions 47 and 48 and all associated triggers will remain in full effect during the review of the submitted DSP.

47. Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, the applicant and the applicant's heirs, successors and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak-hour trip x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2008).

Comment: As mentioned, the traffic memo details the proposed land uses. The property will be subject to the conditions and triggers dictated in this condition.

48. Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, 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. MD 4 and Forestville Road intersection

(1) Add a third westbound through lane along MD 4.

(2) Add a second northbound double-left-turn lane along Forestville Road at MD 4.

(3) Add a second northbound through lane along Forestville Road at MD 4.

(4) Convert the southbound right-turn lane into a combined through-and-right lane.

b. MD 4 and MD 223 Interchange

(1) The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.
(2) Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off-ramp.
(3) Construct a second southbound left turn along MD 223 at the MD 4 EB on-ramp.
(4) Widen the MD 4 EB on-ramp to accept the southbound double-left movement.
(5) Provide a third NB through lane along MD 223 at the MD 4 EB on-ramp.
(6) Install a traffic signal at the intersection of MD 223 and MD 4 EB off ramp— MD 4 EB on ramp.

c. MD 223 and Perrywood Road—Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

d. Old Marlboro Pike and Ritchie Marlboro Road

(1) Create a separate northbound left-turn lane along Ritchie Marlboro Road.
(2) Create a separate southbound left-turn lane along Ritchie Marlboro Road.
(3) Create a separate eastbound right-turn lane along Old Marlboro Pike.
(4) Modify traffic signal.

e. MD 223 and Marlboro Pike

(1) Construct a southbound double-left-turn lane.
(2) Modify traffic signal.
(3) Provide separate left, through and right-turn lanes on eastbound approach.

f. MD 223 and Dower House Road

(1) Create a double left, a through and a separate right-turn lane on the northbound approach along MD 223.
(2) Create a left turn, a through and a shared through-and-right lane on the southbound approach along MD 223.
(3) Modify traffic signal.

g. MD 4 and Dower House Road—Construct a grade-separated, two-point diamond interchange with traffic signals at both at-grade intersections, subject to the requirements of SHA.

h. MD 4 and Westphalia Road—Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, the following road improvements (which shall not commence construction until the interchange at Suitland Parkway and MD 4 is completed and open to traffic) shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, (c) have an agreed-upon timetable for construction with the appropriate operating agency.

(1) Reconfigure the intersection with a set of channelized traffic islands such that through movements across MD 4 and left turns from all approaches are prohibited.

(2) Reconstruct/upgrade Burton's Lane to DPW&T standards.

(3) Upgrade Old Marlboro Pike from a point approximately 400 feet north of its intersection with Burton's Lane to the point where it connects to the proposed interchange at MD 4 and Suitland Parkway OR

(4) Prior to the issuance of the first building permit within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

- In lieu of Condition 48 H(1), (2), and (3), pay a pro rata share of the cost of construction of an interchange at MD 4 and Old Marlboro Pike-Westphalia Road. The pro rata share shall be payable to Prince George's County (or its designee) with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be determined after the Planning Board adopts a resolution establishing a surplus capacity reimbursement procedure (SCRP). The pro rata share shall be indexed by multiplying the dollar amount ($) x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2006).
- The above improvement shall have full financial assurances through either private money and/or full funding in the CIP, in a SCRP, State CTP, or public financing plan approved by the Council.

Comment: As mentioned, the traffic memo details the proposed land uses. The property will be subject to the conditions and triggers dictated in this condition.

The applicant has submitted a traffic memo displaying two build scenarios: one scenario with 276 two-over-two units that generates 1,488 AM peak-hour trips and 1,778 PM peak-hour trips when added to previously approved DSPs within the project site. The second build scenario includes 154 two-over-two units and would generate 1,447 AM peak-hour trips and 1,719 PM peak-hour trips. The Condition 48 trigger trip cap, also known as the grandfather vested trip cap, was established under the PPS 4-08002 covering the Presidential Corporate Center (PCC) development. The PCC development included 1,610 AM

and 1,719 PM vested trips, allowing DSP applications under PPS 4-08002 to subtract newly generated trips from the grandfather vested trip cap. If the applicant exceeds the established Condition 48 trigger trip cap or grandfather vested trip cap, at the time of permitting, they will be required to comply with the road improvements listed in this condition.

> 49. Direct vehicular access to historic Melwood Road shall be limited to one access point within the Fringe and shall be located to the south to the greatest extent possible. Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC-632, including traffic calming devices, shall be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by the Department of Public Works and Transportation.

Comment: Only one access point is proposed for Melwood Road and conforms with this condition. The applicant has not proposed any traffic calming measures for the aforementioned portion of Melwood Road. This condition is satisfied.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment.

Right-of-Way (ROW)

> Woodyard Road (A-53): 120-150-foot ROW

Comment: The MPOT and the 2007 Sector Plan identify Woodyard Road as an arterial roadway with an ultimate ROW width of 120 to 150 feet for Woodyard Road, between Presidential Parkway and Branch Avenue, as shown on the submitted plan sheets.

Pedestrian and Bicycle Facilities

> Back Branch Trail: a multi-use trail, both the MPOT and the 2007 Sector Plan designate a trail from Western Branch to the Westphalia Town Center (subject site). The shared-use path connecting the Westphalia Town Center to the Cabin Branch Trail is already partially constructed through the Marlboro Ridge development.

Comment: The Back Branch Trail is not depicted on submitted plan sheets. The applicant must revise submitted materials and coordinate with DPR to meet this policy.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

Comment: Plans show five-foot-wide sidewalks along both sides of all streets within the development with a gap in the sidewalk network near the Retail J pad site and eight-foot-

wide sidewalks along streets intended for retail and commercial use. Staff recommends the applicant close the gap in the sidewalk network at the aforementioned location to meet this policy.

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

Comment: Plans propose a five-foot-wide sidewalk network throughout the site in addition to an eight-foot-wide sidewalk along the retail corridor of the site. Although the site plane provide pedestrian connections via crosswalks to the retail pad sites satisfying the master plan policy, the site plan could be further enhanced to combine Retail J, K, L, and N pad sites. A new 10-foot sidewalk could connect the main east-west street to a combined retail site without the need for crosswalks. Parking could be provided on the opposite site, thus separating vehicles from pedestrians and encouraging Westphalia residents to walk rather than drive the short distance.

> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 American Association of State Highway and Transportation Officials *Guide for the Development of Bicycle Facilities.***

Comment: A "Share the Road" sign must be provided along Melwood Road to facilitate bicycle passage. The project proposal meets this policy.

The Transportation Recommendations Section of the 2007 *Sector Plan* provides the following recommendations:

> **Policy 1: Develop a transportation system that improves existing roadways, develops new roadways with minimal disruptions, and supports the sector plan's proposed development pattern. (pg. 39)**

Comment: The internal roadway system is designed to accommodate a convenient, comprehensive network that supports the sector plan's proposed development pattern. This includes providing two direct driveway connections between the proposed development and Woodyard Road (A-53). The project proposal meets this policy.

> **Policy 3: Provide appropriate trails and bicycle and pedestrian facilities throughout the Westphalia area. (pg. 43)**

Comment: A comprehensive pedestrian network is proposed through the subject site and applicant shall implement "Share the Road" sign on Melwood Road to accommodate multimodal movement.

Zoning Ordinance Compliance

Pursuant to section 27-283(a) of Part 3, Division 9 of the Zoning Ordinance, detailed site plans shall be designed in accordance with the same guidelines as required for a conceptual site plan. Section 27-274(a) provides the following guidelines for conceptual site plans:

> **(2) Parking, loading, and circulation.**
> **(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
>
> **(iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**

Comment: A vehicular circulation plan was provided demonstrating efficient movement through proposed parking lots. Additionally, a raised, mountable island is proposed at the Private Road C entrance at Woodyard Road to slow vehicular traffic entering and exiting the subject site at this location. The applicant has submitted a truck turning exhibit that shows several collision points between the truck and roadway features. The applicant shall submit a corrected truck turning exhibit to meet this policy.

> **(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**

Comment: The submitted plans include separate networks for vehicles and pedestrians, including sidewalks, crosswalks, crosswalk ramps, and directional arrows at proposed one-way traffic locations, such as drive-throughs, to meet this policy.

> **(vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**

Comment: Staff find that all proposed retail sites provide adequate space for queueing. The proposal meets this policy.

> **(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**

Comment: A comprehensive pedestrian network is proposed through the site to accommodate access to major destinations within this mixed-use development and meets this policy. Although the site plane provides pedestrian connections via crosswalks to the retail pad sites satisfying the master plan policy, the site plan could be further enhanced to combine Retail J, K, L, and N pad sites. A new 10-foot sidewalk could connect the main east-west street to a combined retail site without the need for crosswalks. Parking could be provided on the opposite site, thus separating vehicles from pedestrians and encouraging Westphalia residents to walk rather than drive the short distance.

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

Comment: The submitted plans clearly display pedestrian and vehicular circulation routes that are separated. The proposed project meets this policy. Although the site plane provides pedestrian connections via crosswalks to the retail pad sites satisfying the master plan policy, the site plan could be further enhanced to combine Retail J, K, L, and N pad sites. A new 10-foot sidewalk could connect the main east-west street to a combined retail site without the need for crosswalks. Parking could be provided on the opposite site, thus separating vehicles from pedestrians and encouraging Westphalia residents to walk rather than drive the short distance.

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques;

Comment: Crosswalks are proposed through the site at most crossing locations. There are several four-way intersections that show 3 crosswalks. Staff recommend ensuring that all four-way stops have crosswalks in all four directions to encourage safe pedestrian crossing.

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: ADA-compliant ramps and crosswalks are proposed at most street crossings. Staff recommend adding ADA-compliant ramps and crosswalks in all directions at all four-way intersections.

(6) Site and streetscape amenities.

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated in order to enhance the visual unity of the site;

Comment: Bicycle racks are provided at some of the site's planned commercial uses. Ten bicycle racks are conveniently located proximate to the entrance of several commercial sites. However, more are needed at each pad site and retail strip.

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

Comment: Proposed site amenities do not interfere with the proposed pedestrian network. The project proposal meets this policy.

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

Comment: Design elements, including ADA-compliant ramps, have been integrated into the streetscape design in a manner that does not encourage vehicular intrusion. The proposed site plan meets this policy.

As a property within the M-X-T zone, the Planning Board must satisfy additional criteria to approve a Detailed Site Plan. These include Sec. 27-546(d)(7) and Section 27-574:

> **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.**

Comment: The submitted plans include a comprehensive pedestrian network. Five- to eight-foot sidewalks are provided throughout the site, with perpendicular or parallel crosswalks at all but two intersections (north of Retail Pad Sites K and L) crossings with vehicular traffic. The provided pedestrian network meets this policy, although staff recommend ensuring that all four-way stops have crosswalks in all four directions. Although the site plane provides pedestrian connections via crosswalks to the retail pad sites satisfying the master plan policy, the site plan could be further enhanced to combine Retail J, K, L, and N pad sites. A new 10-foot sidewalk could connect the main east-west street to a combined retail site without the need for crosswalks. Parking could be provided on the opposite site, thus separating vehicles from pedestrians and encouraging Westphalia residents to walk rather than drive the short distance.

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

Comment: An overall trip cap of 6,186 AM peak-hour trips and 8,526 PM peak-hour trip, and a secondary trip cap of 1,610 AM and 1,719 PM peak trips. The larger cap represents the maximum amount of development allowed without the need for a new test of transportation adequacy. The secondary trip cap represents the maximum level of development allowed without the need for any off-site road improvements.

The applicant shall provide the necessary funds for transportation improvements at the appropriate project stage.

In accordance with Section 27-574, the applicant must calculate the number of parking spaces required in the M-X-T Zone and submit for Planning Board approval at the time of DSP. Section 27-574(b) outlines detailed information regarding the methods and procedures used in determining the parking ratio. The DSP proposes 1,230 parking spaces for the integrated shopping center and two over-two residential developments. Under Section 27-568, Off-Street Parking and Loading, of the Zoning Ordinance, a total of 1,124 spaces is required for this development, and the proposed parking exceeds this amount. This total represents the greatest number of spaces in any one hour for the combined total use proposed and establishes the base requirement for the analysis.

The applicant submitted a memorandum dated August 28, 2026, from The Traffic Group, which provided the required development parking analysis. The submitted parking analysis evaluated parking utilization on the site on weekdays based on the proposed uses and determined that the maximum weekday hourly demand for off-street parking covering the proposed uses is 983 parking spaces. The study determined the number of parking spaces required by calculating the peak parking demand following the Institute of Transportation Engineers (ITE) *Parking Generation Manual 6th Edition,* Land Use Code 215 Single-Family Attached Housing, and ITE 821 Shopping Plaza (40-150k) w/ Supermarket. The parking analysis is based on 139,914 square feet of commercial space and 276 dwelling units. Based on the analysis from the parking memorandum, the project proposes a total of 1,230 parking spaces, which exceeds the base requirement (560 commercial spaces plus 564 residential spaces totaling 1,124 spaces) and maximum weekday demand (81% residential plus 94% commercial occupancy totaling 983 spaces). The maximum number of commercial spaces allowed following Section 27-574(b)(3) is 644 spaces, 115% more than 560. The site plan proposes 626 commercial spaces.

Comment: Staff find the proposed parking to be adequate based on the number of parking spaces on the property exceeding the base requirements of the Zoning Ordinance, and the maximum demand as provided in ITE parking generation.

Conclusion

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-274 and 27-546 and meets the findings for pedestrian and bicycle transportation purposes if the following conditions are met:

1. Prior to the certification of the Detailed Site Plan, the applicant and the applicant's heirs, successors, and/or assigns shall:

    a. Provide a Fire Truck turning exhibit that displays full site movements and ingress/egress from the site. The exhibit shall not show any collision points between the truck turning movements and curbs or other roadway features.

    b. Address the sidewalk network gap near the Retail J pad site.

    c. Correct the submitted pedestrian circulation exhibit to show the added sidewalk network connection adjacent to the displayed PMA.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

September 8, 2026

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section

VIA: Mridula Gupta, Planning Supervisor, Subdivision Section MG

FROM: Mahsa Vatandoost, Planner III, Subdivision Section MV

SUBJECT: DSP-2026-0013; Westphalia Town Center

The property subject to this detailed site plan (DSP) amendment consists of 65.88 acres of land and is located on Tax Map 99 in Grid F1 and Tax Map 100 in Grid A1. The subject site consists of Parcel 81 which is recorded within the Prince George's Land Records in Book 34218, Page 516. The property is located in the lower southeast quadrant of the Westphalia Town Center project. The property is currently vacant, and is part of the original 482.57-acre Westphalia Town Center development. The site is located in the Town Activity Center-Edge (TAC-E) Zone and the Military Installation Overlay (MIO) Zone for height. In accordance with Section 27-1704(d) of the Zoning Ordinance, this application has been submitted for review in accordance with the prior Prince George's County Zoning Ordinance and Subdivision Regulations, and the prior Mixed Use Transportation Oriented (M-X-T) and the Military Installation Overlay (M-I-O) zoning.

This DSP-2026-0013 proposes to develop up to 53 single-family attached (townhouse) dwelling units, 206 two-family (2-over-2) dwelling units, and approximately 140,430 square feet of commercial/retail and institutional uses on proposed Parcel 31. The DSP was accepted for review on July 14, 2026. Major issue comments were provided to the applicant during the SDRC meeting on July 31, 2026. This referral is based on revised plans received on August 28, 2026.

The property is subject to preliminary plan of subdivision (PPS) 4-08002 (PGCPB Resolution No. 09-93(A)), for Westphalia Center, which was approved by the Planning Board on June 4, 2009. The PPS 4-08002 covers a total of 482.57 acres and approved 1,352 lots and 211 parcels for the development of 1,400,000 square feet of retail use, 4,500,000 square feet of office use, 172 detached dwelling units, 1,287 townhouse units, 424 miscellaneous attached dwelling units, and 2,473 multifamily dwelling units. The area subject to this DSP was approved as Parcel 31 (for commercial use), and Parcel W2 (an open space parcel to be conveyed to the HOA). This DSP proposes mixed use development on Parcel 31, instead of the commercial development evaluated by 4-08002 for this parcel. Parcel W2 is shown and labeled in conformance with the approved PPS. Therefore, a new PPS is not required at this time.

PPS 4-08002 was approved with 54 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No Permits will be issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

A Type 2 Tree Conservation Plan (TCP2-2026-0060) was submitted with this application. The TCP2 and the proposed development should be reviewed by the Environmental Planning Section.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 44782-2007-00 and any subsequent revisions.

Stormwater Management (SWM) Concept Plan SIT-01374-2025 was submitted with this application. The proposed development and the SWM concept plan should be reviewed by the Environmental Planning Section for conformance to this condition.

4. At the time of final plat, the applicant shall dedicate a public utility easement as approved on the detailed site plan along the public rights-of-way.

The DSP proposes public utility easement (PUE) along portion of the property's frontage with the existing public rights-of-way. PUEs are shown along most of the property's western and southern frontages with Woodyard Road, but are missing near the intersection of Woodyard Road and Melwood Road, and along the eastern frontage with Melwood Road. There are no additional public rights-of-way proposed with this DSP. The DSP shall be revised to provide and clearly label the required PUEs along all applicable public rights-of-way. The dedication of the PUEs will be required at the time of final plat in accordance with this condition.

5. At the time of final plat, the applicant shall dedicate rights of way consistent with the approved preliminary plan of subdivision.

Parcel 31 and Parcel W2 were approved on the PPS as singular parcels flanked by public rights-of-way which have been shown on the DSP. No additional public right-of-way dedication is proposed with this DSP. The DSP, however, shows private roads to provide internal circulation within Parcel 31. However, these private roads were not evaluated with the approved PPS. Private roads designed in accordance with the Subdivision Regulations are required to contain specific design elements and functionality when being classified as such, including providing a public utility easement along at least one side. The private road labeling should therefore be removed. Instead, the internal vehicle, bicycle, and pedestrian circulation for this site should be evaluated by the Transportation Planning Section with this DSP, to ensure that transportation elements are incorporated into the site design at appropriate locations.

7. Prior to approval of each detailed site plan, the public utility companies shall provide comments to ensure adequate area exists to provide proper siting and screening of the required utilities, and to provide for direct bury utilities where feasible. Review shall include, but may not be limited to the following:

a. Coordination with other utility companies to use one side of the street for Potomac Electric and Power Company (PEPCO) use only. If this is not possible Verizon may ask for two feet or so of additional space on the public utility easement (PUE) for FIOS cables making some of the PUEs to be 12 feet wide in some areas. The main transmission line may require up to a 15-foot-wide PUE.

b. Private roads shall have a five to seven-foot-wide utility easement (UE). (The current plan shows seven-foot-wide UEs, but at the time of detailed site plan continued coordination with utility companies will establish the ultimate UE locations and sizes). Gas service shall be provided in the alley as shown on the utility sketch plan.

c. At the time of detailed site plan, coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.

d. Unless modified by a, b, or c above, a ten-foot PUE shall be provided along public roads and master-plan roads.

The DSP proposes PUEs along portions of the frontage of public ROWs. The DSP was referred to the public utility companies. The Urban Design Section should verify comments from public utility companies regarding the adequacy of proposed PUEs. The DSP proposes 10-foot-wide PUEs along the property frontage to Woodyard Road, but not along entire frontage to Presidential Parkway and Melwood Road. A minimum 10-foot-wide PUE is required to be established during the time of subdivision in conformance with Section 24-122 along public roads and as required by Condition 7.d. above.

11. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package. Or as modified by any subsequent revisions to CSP-7004.

The DSP proposes one community building and an amenity area behind the community building, which will include a tot-lot playground, as shown on the DSP. An exhibit submitted with the DSP shows the architecture of the proposed community building. Residents of the development will also have access to the recreational amenities approved with Westphalia Town Center–East (DSP-19009) and Westphalia Town Center–North (DSP-19062). These amenities include community buildings, pools, playgrounds, walking trails, a dog park, and sitting areas. Residents will also have access to any future recreational amenities planned for Westphalia Town Center–West.

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, with triggers for construction to be determined with the special purpose detailed site plan:

a. Construct the master-plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the extent practical and will cross the Westphalia Center, Moore Property, and Smith Property applications.

The special purpose detailed site plan DSP-12043 approved for the site addresses the requirement for construction of the Cabin branch trail, including timing for construction. The trail is anticipated for construction with Phase 5 development, as shown on the phasing plan with DSP-12043. Conformance to this condition should be further reviewed by the Transportation Planning Section.

c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of DSP.

Conformance to this condition should be further reviewed by the Transportation Planning Section.

d. Pedestrian safety features, traffic calming, and pedestrian amenities will be evaluated at the time of each DSP.

Conformance to this condition should be reviewed by the Transportation Planning Section.

e. The approved Westphalia sector plan recommends that Melwood Road be designated as a Class III bikeway with appropriate signage. Because Melwood Road is a County right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $1,260 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. Any appropriate safety improvements necessary along this County OP minimal maintenance road will be determined by DPW&T and should accommodate bicycle movement.

Conformance to this condition should be reviewed by the Transportation Planning Section.

n. Each DSP shall be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

This application was referred to the Washington Suburban Sanitary Commission (WSSC). Conformance to this condition should be reviewed further by the Environmental Planning and Urban Design sections.

o. Each DSP shall identify the limits of the public use easements to ensure that the easements are reflected on the final plat(s).

No public use easements are proposed within the bounds of the subject DSP.

23. All detailed site plans which include property abutting Pennsylvania Avenue (MD 4) except the Special Purpose DSP, shall provide a landscape buffer with a minimum width of 20 feet and an average width of 40 feet wide, using native plants with a planting density equivalent to those found in the Landscape Manual for similar bufferyards along the ultimate right-of-way of MD 4.

Conformance to this condition and appropriate landscaping should be further reviewed by the Urban Design Section.

24. Prior to approval of a detailed site plan located in the Fringe area or south of Presidential Parkway, the architecture of buildings which are adjacent to and visible from Pennsylvania Avenue (MD 4) shall be evaluated with regard to scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships along this gateway corridor.

Conformance with this condition should be reviewed by the Urban Design Section.

25. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI shall be revised to limit the number of access points along the western side of Melwood Road into the commercial shopping center to one point located approximately 900 feet north of MD 4, unless otherwise determined through the detailed site plan process.

The approved PPS 4-08002 shows the location of one access driveway to Melwood Road from Parcel 31. The center of this access driveway was approved to be 950 feet from the centerline of northbound MD 4. The applicant proposes one private road access connecting to Melwood Road, the centerline of which is approximately 840 feet from the centerline of MD 4. Conformance to this condition, specifically regarding the access distance from MD 4, should be reviewed further by the Transportation Planning Section.

26. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from Public Road O to 500 feet north of Public Road O (approximately 900 feet north of MD 4) shall address the following:

a. The conservation of historic Melwood Road by providing a transitional landscape buffer along the western frontage of the road. The landscape buffer shall begin with a width of 10 feet at the southern end, and expanding to a width of 30 feet, subject to the provision of plant units equivalent to those for similar width bufferyards as indicated in the Landscape Manual. Existing trees shall be preserved to the greatest extent possible, and supplemental planting shall be with native plant species; and

The applicant provided a landscape plan with this application. The landscape plan proposes a 15-foot-wide bufferyard along the property line fronting Melwood Road. The landscaping requirements of this condition should be evaluated by the Urban Design Section.

b. Establish a building restriction line 50 feet from the property boundary fronting on Melwood Road to encourage development to be set well back from the historic road.

The DSP provides a 50-foot-wide dimension for a building restriction line from the property boundary along Melwood Road.

27. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from approximately 500 feet north of Public Road O (900 feet north of MD 4) to Westphalia Road shall address the conservation of historic Melwood Road as an integral part of the community's trail and greenway network and address the following concerns:

a. Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads, and provide for the necessary road improvements without compromising the valuable contribution to community character Melwood Road provides:

b. Discourage entrance features and signs at the one recommended entrance onto Melwood Road.

The applicant is proposing one access along Melwood Road. No road improvements along Melwood Road, entrance features, or signs are proposed with this application. Conformance to this condition should be further evaluated by the Transportation Planning and Urban Design Sections.

33. With the submittal of each detailed site plan, other than the special-purpose DSP, design scenarios may be submitted and evaluated for the final design for the use of the land in the areas surrounding proposed Impacts A through D. The Planning Board shall evaluate the proposed scenarios to determine the design that results in the preservation of the regulated areas to the fullest extent possible.

The applicant submitted a primary management area (PMA) impact request, which shows one impact to the PMA associated with pedestrian sidewalk, landscaped curb separation, retaining wall, and associated grading. Conformance to this condition should be further reviewed by the Environmental Planning Section.

39. Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are determined to remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.

Conformance to this condition should be reviewed by the Environmental Planning Section.

40. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/014/08-01). The following notes shall be placed on the final plat of subdivision:

Conformance to this condition should be reviewed further by the Environmental Planning Section.

42. Total development within the subject property shall be limited to uses which generate no more than 6,816 AM peak hour trips, and 8,526 PM peak hour trips, in consideration of the approved trip rates and the approved methodologies for computing pass by and internal trip capture rates. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

43. A traffic phasing analysis will be submitted and reviewed during the processing of the detailed site plan for each phase. This traffic phasing analysis will define the improvements required for Phase 1A, 1B, IC, 2A, 2B, 2B, 2C, 2D, 3A, 3B, and Phase 5. These above-mentioned traffic conditions will be modified to adjust the timing trigger and extent of these improvements for each phase. This phasing analysis will not exceed the 6,186 AM peak-hour trips, and 8,526 PM peak-hour trip cap, unless a new preliminary plan of subdivision is processed.

The development proposed in this DSP is consistent with that evaluated with 4-08002. Conformance with Conditions 42 and 43 should be confirmed by the Transportation Planning Section.

49. Direct vehicular access to historic Melwood Road shall be limited to one access point within the Fringe, and shall be located to the south to the greatest extent possible. Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC-632, including traffic calming devices, shall be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by the Department of Public Works and Transportation.

The DSP proposes one access along Melwood Road. However, this DSP does not propose any roadway improvements for Melwood Road. Conformance to this condition should be further evaluated by the Transportation Planning Section.

54. At the time of each detailed site plan review, except the special purpose detailed site plan the applicant shall:

a. Integrate the proposed commercial development located on residential and recreational parcels within the Edge with the residential and recreational uses in a mixed-use arrangement.

b. Provide a parking study for each block group of the site so as to ensure an adequate provision and distribution of parking (including handicapped-accessible parking) across the site.

c. Minimized to the fullest extent possible the direct vehicular access from lots and parcels onto master-planned roads.

Conformance with this condition should be further reviewed by the Transportation Planning Section and Urban Design.

Additional Comments:

1. Final plats of subdivision for the property will be required subsequent to approval of this DSP before any building permits may be approved. The final plats should be accepted within the validity date of 4-08002, which is December 31, 2029.

2. The property received an automatic certificate of adequacy (ADQ) associated with 4-08002 pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, which became effective April 1, 2022, and is valid for twelve years from that date, subject to the expiration provisions of Section 24-4503(c).

3. The proposed development includes 276 two-family dwellings adjacent to MD 4, a freeway, and Woodyard Road, an arterial road. The applicant submitted a noise study evaluating transportation noise impacts on the proposed residential development along MD 4 and Woodyard Road to demonstrate conformance with Section 24-121(a)(4) of the prior Subdivision Regulations. The noise study evaluated the proposed residential development in relation to the 65 dBA Leq noise threshold. Based on the findings of the noise study, none of the proposed residential dwellings were identified as being impacted by transportation noise levels above 65 dBA Leq.

Recommended conditions of approval:

1. Prior to certification, the detailed site plan shall be revised as follows:

    a. Revise the General Notes 2 and 5 to reflect Parcel 81 as existing parcel and add the proposed parcels.

    b. Remove the private road labeling throughout Parcel 31.

    c. Show and label the minimum 10-foot-wide public utility easement (PUE) along the entire property frontage of all public rights-of-way.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The detailed site plan is in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plats or permits will be placed on hold. There are no other subdivision issues at this time.

Countywide Planning Division
Prince George's County Planning Department 301-952-3650

September 4, 2026

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Megan Reiser, Planner IV, Environmental Planning Section, CWPD *MKR*

SUBJECT: **Westphalia Town Center - Retail: DSP-2026-0013 and TCP2-2026-0060**

The Environmental Planning Section (EPS) has reviewed the above-referenced detailed site plan (DSP) application stamped as received on July 16, 2026. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on July 31, 2026. Revised plans and information were received on August 28, 2026, and September 4, 2026.

EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9),27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-2026-0013 and Type 2 Tree Conservation Plan (TCP2-2026-0060), subject to the findings and conditions at the end of this memorandum.

BACKGROUND
EPS has reviewed this site previously with the following applications:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-07004	TCPI-014-08	County Council	Approved/ Second Revised Order	09/21/2009	N/A
4-08002	TCPI-014-08-01	Planning Board	Approved	06/04/2009	09-93
CSP-07004-01	TCPI-014-08-02	County Council	Approved	02/24/2014	N/A
DSP-12043 Special Purpose	N/A	Planning Board	Approved	05/05/2013	13-51
DSP-12017 Infrastructure	TCPII-029-12	Planning Board	Approved	10/18/2012	12-99(C)
N/A	TCPII-029-12-01	Staff	Approved	09/23/2013	N/A
DSP-13006	TCPII-029-12-02	County Council	Approved	02/24/2014	N/A
N/A	TCPII-029-12-03	Staff	Approved	03/25/2013	N/A

N/A	TCPII-029-12-04	Staff	Approved	10/22/2014	N/A
N/A	NRI-094-06	Staff	Approved	10/19/2006	N/A
N/A	NRI-094-06-01	Staff	Approved	12/16/2008	N/A
N/A	NRI-094-06-02	Staff	Approved	7/11/2019	N/A
CSP-07004-02	TCPI-014-08-03	Planning Board	Withdrawn	9/24/2019	N/A
DSP-19008	TCPII-029-12-05	Planning Board	Withdrawn	9/24/2019	N/A
NA	TCPII-029-12-06	Staff	Approved	9/12/2019	N/A
NA	TCPII-029-12-07	Staff	Approved	9/12/2019	N/A
NA	TCPII-029-12-08	Staff	Approved	9/12/2019	N/A
DSP-12017-01 Presidential Parkway East	TCPII-029-12-09	Planning Director	Approved	5/26/2020	N/A
DSP-19009	TCPII-029-12-10	Planning Board	Approved	4/09/2020	N/A
N/A	TCPII-029-12-11 (Rough Grading for Section 5)	Staff	Withdrawn	N/A	N/A
DSP-12017-02 Presidential Parkway West	TCPII-029-12-12	Planning Director	Approved	10/05/2020	N/A
DSP-19062 Section 5	TCPII-029-12-13	Planning Board	Approved	4/20/2021	2021-10
DET-2022-001	TCPII-029-12-16	Planning Board	Approved	3/2/2023	2023-24
DSP-22042	TCPII-039-2023	Planning Board	Approved	12/14/2023	2023-138
DSP-2026-0013	TCP2-2026-0060	Pending	Pending	Pending	Pending

PROPOSED ACTIVITY

The current application is a detailed site plan (DSP) for development of approximately 53 single-family attached (Townhouse) residential dwelling units, approximately 206 two-family attached (2-over-2) residential dwelling units, and approximately 140,430 square feet of commercial/retail and institutional use.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property had a tree conservation plan (TCP) that was approved prior to September 12, 2010, and shall conform to the environmental regulations of the 1993 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). The site is subject to the environmental regulations in the prior Subtitle 24 and 27 because there is a previously approved Preliminary Plan of Subdivision (4-08002) and Detailed Site Plan (DSP-22042).

SITE DESCRIPTION

The 65.88-acre property is located between MD 4 (Pennsylvania Avenue) and Presidential Parkway. East of Woodyard Road, Presidental Parkway is master-planned collector right of way C-636. West of the subject site, Presidential Parkway is a master-plan designated arterial roadway A-66. The property is partially wooded and currently vacant. A review of available information, as shown on the approved natural resources inventory (NRI), indicates that streams and steep slopes are found to occur on the property. The site does not contain any Wetlands of Special State Concern, as mapped by the Maryland Department of Natural Resources (DNR) but does contain wetland pockets on the northern parcel. The County's Department of the Environment (DOE) watershed map shows the entire site is within Western Branch of the Patuxent River basin. The site features various steep slopes, with some steeper than 15 percent, and generally drains to the east. The site is identified by DNR as within a stronghold watershed area of the Patuxent River. The on-site stream is not categorized as Tier II waters, and the site is not within a Tier II catchment area. According to available information from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), rare, threatened, and endangered (RTE) species are not found to occur on-site. The property abuts Melwood Road, a historic road.

PLAN PRINCE GEORGE'S 2035 APPROVED GENERAL PLAN (2014)

The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 2 of the Regulated Environmental Protection Areas Map, as designated by the 2014 *Plan Prince George's* 2035 *Approved General Plan* (Plan 2035), and within the Established Communities of the General Plan Growth Policy. The project is within the boundaries of a Town Center (Local) as identified in Plan 2035; however, it is not a transit-oriented center as defined in Subtitle 25.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Preliminary Plan of Subdivision (PPS 4-08002) proposed a different layout. Conditions associated with the preliminary plan were addressed prior to signature approval of 4-08002. The current DSP application separates the acreage within the boundaries of the DSP under review from the total acreage for the remainder of the site. This phase has a previously approved Detailed Site Plan (DSP-22042).

Preliminary Plan of Subdivision PPS 4-08002

This PPS was approved by the Planning Board on June 4, 2009, subject to 54 conditions, 15 of which were environmental in nature. Conditions 2, 3, 25, 28, 29, 30, 33, 34, 35, 37, 38, and 40 were addressed with signature approval of 4-08002. Conditions 2, 33, and 39 are conditions related to each DSP submission.

2. A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No Permits will be issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

A TCP2 was submitted for review with this application. The associated TCP2 submitted is limited to the same boundaries as companion case DSP-2026-0013.

33. With the submittal of each detailed site plan, other than the special-purpose DSP, design scenarios may be submitted and evaluated for the final design for the use of the land in the areas surrounding proposed Impacts A through D. The Planning Board shall evaluate the proposed scenarios to determine the design that results in the preservation of the regulated areas to the fullest extent possible.

Impacts A through D are not located in or near the subject application.

37. Prior to signature approval of the preliminary plan, the following note shall be placed under the worksheet on the TCPI:

"The use of fee-in-lieu to meet the off-site woodland conservation requirement was approved by the District Council. Other methods of meeting the woodland conservation threshold on-site may be explored during the preparation and review of the TCPII. Every attempt shall be made to meet the threshold on-site using street trees, trees in bioretention areas, preservation of woodland in the PMA outside the 100-year floodplain, and other allowable methods. If, during the review of the TCPII, the threshold cannot be met completely on-site, the remainder of the requirement shall be met using fee-in-lieu. Prior to signature approval of the DSP, a recipient of the fee-in-lieu funds shall be identified."

The use of fee-in-lieu has been superseded by State legislation entitled Natural Resources – State and Local Forest Conservation Funds (HB 272/SB 234) from 2019 relative to fees. The submitted Type 2 tree conservation plan (TCP2) has been found to be in conformance with current applicable legislation, as conditioned herein.

39. Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are determined to remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.

All specimen trees are identified on the submitted TCP2.

Detailed Site Plan DSP-22042
This DSP was approved by the Planning Board on December 14, 2023, subject to three conditions. Condition 2 required technical corrections to the associated TCP2-039-2023 and was addressed at time of plan certification.; however, Condition 2(e)(5) is relevant to the current application.

2(e)(5) Correct the last sentence of Note 2 as follows: "The amount of off-site woodland conservation required for Phase 4 is satisfied through an off-site woodland conservation bank."

The TCP2 associated with DSP-22042, TCP2-039-2023, was certified in accordance with this condition and showed the use of preservation, reforestation/ afforestation, and off-site woodland conservation credits to meet the Woodland Conservation Ordinance requirements for the clearing associated with this phase of the overall Westphalia Town Center project in the worksheets on the plan.

DSP-22042 was approved for the infrastructure associated with this phase of the development and the current application is for the final design. The TCP2 submitted with the current application shows the use of preservation, reforestation/ afforestation, landscape credit and fee-in-lieu to meet the woodland conservation requirements. The use of landscape credit and fee-in-lieu is not in conformance with prior approvals. The woodland conservation worksheets shown on the TCP2 shall be revised to reflect only the use of preservation, reforestation/ afforestation, and off-site credits to meet the woodland conservation requirements.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
An approved Natural Resource Inventory (NRI-094-06-02) was submitted with the application. The site contains streams, wetlands, and associated buffers that comprise the primary management area (PMA). The NRI indicates the presence of five forest stands, labeled as Stand A through Stand E, with 274 specimen trees identified throughout the Westphalia Business Center site.

Woodland Conservation
This project is subject to the 1993 Woodland and Wildlife Habitat Conservation Ordinance (WCO) in accordance with Section 25-119(g)(3) and (4) because the application has a previously approved and implemented tree conservation plan and the proposal meets the requirements of a minor revision in accordance with Section 25-119(c)(4)(A). The application is subject to the Environmental Technical Manual. Type 2 Tree Conservation Plan TCP2-2026-0060 was submitted with the subject application and requires revisions to be found in conformance with the WCO. Technical revisions to the TCP2 plan and calculations are required and included in the conditions listed at the end of this memorandum to be addressed prior to certification.

Specimen Trees
The NRI plan as revised in 2019 identified 274 specimen trees within the overall Westphalia Town Center, submitted. Eight trees were identified as “Specimen Tree previously removed or approved for removal” within the limits of the current DSP (ST-25, ST-52, ST-53, ST-57, ST-58, ST-59, ST-60, ST-63, ST-65, ST-66, and ST-71). These specimen trees were reviewed as part of prior approvals under the 1993 Woodland Conservation Ordinance, which does not require a variance for the proposed removal of specimen trees, and were confirmed on the 2019 NRI as no longer being present on the site. Three additional specimen trees (ST-207, ST-210 and ST-211) were approved for removal with DSP-22042 and TCP2-039-2023.

Regulated Environmental Features (REF)
Section 27-285(b)(5) of the prior Zoning Ordinance states that 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 Section 24-130(b)(5) of the Subdivision Regulations.

Section 24-130(b)(5) of the Subdivision Ordinance states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

The site contains 100-year floodplain and the on-site REF includes streams, stream buffers, wetlands, wetland buffers, and steep slopes. Several impacts were approved with Preliminary Plan (4-08002) and were identified as A through N. Additional impacts were approved with the prior Detailed Site Plan (DSP-22042) for expanded storm drain outfalls in accordance with an approved stormwater concept plan (1002-2023-00) and were identified as impacts R through W.

With this application, the expansion of previously approved PMA impact R by an additional 371 square feet is proposed. The impact is for the adjustment of a proposed retaining wall and location of a storm drain outfall to accommodate a sidewalk and landscape strip between the road and the sidewalk. Staff support the additional impact due to technical storm drain design requirements and the minimal amount of proposed additional impact.

Stormwater Management
27-282(e)(11) of the prior Zoning Ordinance requires a stormwater management concept approval prior to acceptance of a DSP. An approved Concept Letter and Plan (SIT-01374-2026) was submitted with the DSP, which shows that environmental site design was satisfied using on-site facilities and credit from stream restoration from prior site approvals (SDCP#3539-2013-01). The concept plan was approved on March 30, 2026.

Soils
This application is using the prior Zoning Ordinance and Subdivision Regulations, and Section 24-131 states "The Planning Board shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to natural conditions, such as, but not confined to, flooding, erosive stream action, high water table, unstable soils, or severe slopes, or to man-made conditions on the property, such as, but not confined to, unstable fills or slopes."

According to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, soils present within the Westphalia Business Center project area include Adelphia-Holmdel Complexes, Collington-Wist Complexes, Croom-Marr Complexes, Dodon Fine Sandy Loam, Grosstown Gravelly Silt Loam, Marr-Dodon Complexes, Mar-Dodon-Urban Land Complexes,

Matapeake Silt Loam, Pits Gravel, Udorthents Highway, Udorthents Reclaimed Gravel Pits, Westphalia and Dodon Soils, and Widewater and Issue Soils. Soils within the project area include Marr-Dodon Complexes, Dodon Fine Sandy Loam, Pits Gravel, Croom-Marr Complexes, Udorthents Reclaimed Gravel Pits, and Udorthents Highway. Marlboro and Christiana clays are not found to occur within the DSP review area.

A geotechnical and slope stability analysis may be required by the Department of Permitting, Inspections and Enforcement at time of permit.

Erosion and Sediment Control
Section 27-274 of the prior Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of County Code.

The County requires the approval of an Erosion and Sediment Control Plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. Prior to certification of the TCP2, a copy of the Erosion and Sediment Control Technical Plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of Detailed Site Plan (DSP-2026-0013) and Type 2 Tree Conservation Plan (TCP2-2026-0060), and recommends approval, subject to the following findings and conditions:

Recommended Findings
1. The site is grandfathered from the variance requirements of Subtitle 25, and the removal of specimen trees shown on the plans is in accordance with prior approvals.

2. Based on the level of design information currently available and the limits of disturbance shown on the Type 2 tree conservation plan, the regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible in accordance with Section 27-285(b)(5) of the prior Zoning Ordinance. Staff find that the impacts to REF are in conformance with the impacts approved with Preliminary Plan (4-08002) and Detailed Site Plan (DSP-22042), with the minimal expansion of previously approved impact R by 371 square feet with this application.

Recommended Conditions:
1. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall meet all the requirements of Subtitle 25, Division 2, and the Environmental Technical Manual and shall be revised as follows:

a. Move the Qualified Professional signature block to allow space for the Planning Department certification block to be placed on the plan in the lower right corner.

b. Revise the specimen tree table to indicate which trees were approved for removal as part of the Type 1 tree conservation plan, which were identified as no longer being present at time of the 2019 natural resources inventory revision, and which trees were approved for removal on TCP2-039-2023.

c. The specimen tree table contains a note indicating that six specimen trees will have impacts to their critical root zones as part of this application (ST-54, ST-56, ST66, ST-72, ST-208, and ST-209); however, specimen tree ST-66 is shown entirely within the limits of disturbance and was approved for removal under prior approvals. Revise the note below the specimen tree table to remove ST-66 from the list of trees with impacts to the critical root zone.

d. Revise the total number of each seedling species, per column, and the total number of overall seedlings required to match the acreage of each proposed planting area in the plant schedule.

e. Several areas of woodland preservation are shown to be partially within the floodplain. Revise all preservation areas to be located outside of the floodplain.

f. Show utilities on all sheets of the plan set; specifically, the proposed stormdrain features are missing from the cover sheet and components of the storm drain are missing from other sheets in the plan set.

g. Revise the worksheet on the cover of the TCP2 plan set to reflect the "Standard Worksheet" and revise the "Phased Worksheet" on the detail sheet to reflect the calculations of the standard worksheet for this phase and to update all other phases to reflect their approval status (pending or approved) along with the calculations approved for all of the prior phases.

h. The woodland conservation worksheets shown on the TCP2 shall be revised to reflect only the use of preservation, reforestation/ afforestation, and off-site credits to meet the woodland conservation requirements.

2. Prior to certification of the Type 2 tree conservation plan, a copy of the Erosion and Sediment Control Technical Plan must be submitted so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: September 4, 2026

TO: Jill Kosack, Planner IV
Urban Design Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Division Chief SME
Jameka Smith, Assistant Division Chief JS
Dominic Quattrocchi, Planning Supervisor DQ
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Ivy R. Thompson, Planner III IRT
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **DSP-2026-0013 Westphalia Town Center - Retail**

The staff of the Department of Parks and Recreation (DPR) reviews and evaluates Development Review applications for conformance with the requirements and recommendations of Area Master Plans, the Land Preservation, Parks and Recreational Program for Prince George's County, Plan 2035, the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space as they pertain to public parks and recreation.

DPR staff has reviewed and evaluated DSP-2026-0013 for conformance with the requirements considered as they pertain to public parks and recreation. The subject property is located at the northwest corner of Maryland 4 (MD4) Pennsylvania Avenue and Maryland 373 (MD 373) Woodyard Road. This approximately 72.66-acre parcel zoned Town Activity Center-edge (TAC-e) is located approximately 1,500 feet east of the intersection of Presidential Parkway and Woodyard Road. This application is for the development of 276 two-family attached (2-over 2) residential dwellings, 139,914 square feet of commercial/retail uses, and associated infrastructure and amenities of Westphalia Town Center.

PREVIOUS APPROVALS

The subject property was rezoned to the M-X-T Zone from the I-1, Planned Industrial/Employment Park, and R-A Zones by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA). The property is also the subject of Conceptual Site Plan CSP-07004, which was approved with conditions by the Prince George's County Planning Board on December 18, 2008 (PGCPB Resolution No. 08-189). It was approved with conditions by the Prince George's County District Council on May 19, 2009, with a first revised Order of Approval issued on June 8, 2009, and a second revised Order of Approval issued on September 21, 2009.

CSP-07004-01 was originally approved with conditions by the Planning Board on May 20, 2010 (PGCPB Resolution No. 10-59), reconsidered by the Planning Board on October 24, 2013 (PGCPB Resolution No. 10-59(A)(C)), and finally approved with conditions by the District Council on February 24, 2014.

The subject property has two approved, valid Preliminary Plans of Subdivision (PPS) 4-08018 (Moore Property) and 4-08002 (the balance of Westphalia Center). The resolutions of approval (PGCPB Resolution Nos. 09-93 and 09-95, respectively) were adopted by the Planning Board on June 25, 2009. Preliminary Plan of Subdivision 4-08002 was amended for reconsideration of Condition #19 requiring dedication of land for a transit center. DPR conditions #6 and #9 are associated with contributions to the Westphalia Central Park Club, Condition #10 is associated with the provision of private onsite recreation facilities and Condition #21(a-c), of interest to DPR, associated with the construction of the master plan trail states:

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, with triggers for construction to be determined with the special purpose detailed site plan:

a. Construct the master-plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the extent practical and will cross the Westphalia Center, Moore Property, and Smith Property applications.

b. Construct the master-plan trail along the subject site's entire segment of Back Branch on the alignment proposed by the applicant on the Trail Alignment Exhibit. The stream valley trail shall be completed in phase with the completion of the associated proposed roadways and the stormwater management pond. If some or all of Private Road QQ is eliminated (per discussion with the applicant and EPS), the master-plan trail shall still be constructed on or near the same alignment as envisioned in the sector plan.

c. Construct the minimum eight-foot-wide master-plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of DSP.

COMMENT: Conditions 21 (a) does not apply to this DSP because the property is not adjacent to Cabin Branch, nor does the property have frontage along MC-634, which is on the western side of the larger site. The subject property is required to construct the entire segment of the Back Branch master planned trail and the trail along the frontage of A-66. Per DSP-22042, a portion of the Back Branch trail is currently constructed along the frontage of Presidential Parkway, as an 8-foot-wide hiker/biker trail. An exbibit of the completed trail segments and unconstructed segments should be provided for evaluation by DPR prior to signature approval of this Detailed Site Plan.

Detailed Site Plan, DSP-22042, was approved by the Planning Board on December 14, 2023 (PGCPB Resolution No. 2023-138) by the Planning Board. Condition#3c, associated with the master planned trail, states:

3. At the time of subsequent detailed site plans, the applicant and the applicant's heirs, successors, and/or assignees shall provide an exhibit detailing the following:

c. The limits and details of any portion of the Back Branch Trail that impacts the site.

COMMENT: An exhibit was not provided with the submittal package. An exhibit should be provided prior to signature approval of the Detailed Site Plan.

DISCUSSION:

The subject property is within the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* area; therefore, the applicant shall make a monetary contribution into a "park club". The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars, as recommended by the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*. The Maryland-National Capital Park and Planning Commission shall adjust the amount of the contribution using the Consumer Price Index for inflation at the time of payment. Monetary contributions shall be used for construction, operation, and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area. The overall development is providing onsite recreational facilities to include public spaces, recreation areas, a playground, and sitting areas with trail connections. The residents within the limits of this development proposal will have access to those onsite recreation facilities and the Westphalia Central Park.

The 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* recommends the construction of the master planned Back Branch Trail and the master planned trail segment along A-66. The applicant should provide exhibits for both master planned trails to DPR for review and approval. Per the TSR for PPS 4-08002, a Trail Alignment Exhibit was provided showing all master plan trails and bikeways for Westphalia Center and Moore Property. The more detailed alignment of the stream valley trails were reflected on the submitted TCP for each plan. These exhibits should be provided for evaluation of the status of completion for the master planned trails. For any incomplete segments of the master planned trails a Public Recreation Facilities Agreement for the construction of the master planned trail(s) and a Public Use Easement and Maintenance Agreement shall be required prior to final plat, specifically, for both the Back Branch trail and A-66 which are located within the limits of this Detailed Site Plan. The Public Recreation Facilities Agreement shall determine the timing of construction of the trails.

RECOMMENDATION

DPR staff recommends the Planning Board approve Detailed Site Plan DSP-2026-013 Westphalia Town Center – Retail with the following conditions:

1. Prior to signature approval of the Detailed Site Plan the applicant shall provide to the Department of Parks and Recreation exhibits of the master planned trails for the Back Branch trail and the master plan trail along the frontage of A-6.

2. The applicant, his successors, and/or assigns shall construct any incomplete segments of the master planned trails a Public Recreation Facilities Agreement for the construction of the master planned trail(s) and a Public Use Easement and Maintenance Agreement shall be required prior to final plat, specifically, for both the Back Branch trail and A-66 which are located within the limits of this Detailed Site Plan. The Master Planned Trails shall be

designed in accordance with the standards outlined in the Parks and Recreation Facilities Design Guidelines. The Public Recreation and Facilities Agreement shall determine the timing of construction of the trails.

3. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant, and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation (DPR) for approval. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records and the Liber and folio of the RFA shall be noted on the final plat prior to plat recordation. The public RFA shall establish the timing for the construction of the trail facilities.

4. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantees to the Prince George's County Department of Parks and Recreation (DPR) for the construction of the trail facilities.

5. The applicant shall make a monetary contribution into a "park club". The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars, as recommended by the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment. The Maryland-National Capital Park and Planning Commission shall adjust the amount of the contribution using the Consumer Price Index for inflation at the time of payment. Monetary contributions shall be used for construction, operation, and maintenance of the public recreational facilities in the central park and/or the other parks that will serve the Westphalia Sector Plan area.

6. Prior to approval of the final plat, the applicant shall enter into an agreement with the Prince George's County Department of Parks and Recreation establishing a mechanism for payment of fees into a "park club" account administered by the Maryland-National Capital Park and Planning Commission. If not previously determined, the agreement shall also establish a schedule of payments. The payment schedule shall include a formula for any adjustments needed to account for inflation. The agreement shall be recorded in the Land Records of Prince George's County, Maryland by the applicant prior to final plat approval.

cc: Bridget Stesney

Signature: Sonja M. Ewing, AICP
Email: sonja.ewing@pgparks.com

Signature: Dominic Quattrocchi
Email: dominic.quattrocchi@pgparks.com

Signature: Jameka Smith
Email: jameka.smith@pgparks.com

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: July 31, 2026

To: Jill Kosack, Urban Design, M-NCPPC

From: Adebola Adepoju (AA), Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-2026-0013, Westphalia Town Center

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Westphalia Town Center located at 9540 Marlboro Pike in Upper Marlboro and has the following comments / recommendations:

1. Health Department permit records indicate there are approximately 4 existing carry-out/convenience store food facilities and one markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The proposed shopping center will have a grocery store that would provide access to healthy food choices in the area.***

2. ***The proposed site is located within 1000' of Pennsylvania Avenue which is source of air pollution.*** Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification.

3. ***The site is located within 300' of arterial road or higher/railway, Pennsylvania Avenue. According to the noise study, site 12 residences will be exposed to daytime noise above 65 dBA Leq.*** Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems. The applicant should provide details regarding modifications/adaptations/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, *Fax* 301-883-7896, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

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

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 10-59(A/2)(C) File No. CSP-07004-01

S E C O N D A M E N D E D C O R R E C T E D R E S O L U T I O N

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

WHEREAS, the Prince George's County Planning Board approved with conditions CSP-07004 on December 18, 2008 and the Prince George's County District Council approved with conditions on May 8, 2009 as amended by a revised order dated June 8, 2009 and a second revised order dated September 21, 2009; and

WHEREAS, the relevant findings and conditions of that approval have been included in the subject resolution; and

WHEREAS, in consideration of evidence presented at a public hearing on May 20, 2010 regarding Conceptual Site Plan CSP-07004-01 for Westphalia Center †*; [~~, the Planning Board finds:~~]

†*WHEREAS, CSP-07004-01 for Westphalia Center was approved by the Planning Board on May 20, 2010, and PGCPB Resolution No. 10-59 was adopted on June 10, 2010; and

†*WHEREAS, on June 19, 2013, the applicant requested the Planning Board waive its Rules of Procedure and reconsider Condition 2.i. attached to this approval to allow more design flexibility in the number and location of the front-loaded garage residential units; and

†*WHEREAS, on July 18, 2013, the Planning Board granted a Waiver of the Rules of Procedure and a Request for Reconsideration for Conceptual Site Plan CSP-07004-01 related to Condition 2.i.; and

†*WHEREAS, in consideration of evidence presented at the reconsideration public hearing on October 24, 2013 regarding CSP-07004-01 for Westphalia Center, the Planning Board made the following amended findings, and,

†††*WHEREAS, in consideration of amending Conceptual Site Plan CSP-07004-01 for Westphalia Center, in accordance with Section 27-282(g) of the Zoning Ordinance, presented at a public hearing on January 21, 2021, the Planning Board finds:

†††*Denotes (2021) Amendment
†*Denotes (2013) Amendment
*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

1. **Request—CSP-07004:** The CSP proposes to develop the subject property as a regional urban community in accordance with Section 27-544(e) of the Zoning Ordinance. The plan proposes a new town center with a vertical and horizontal mix of commercial and residential uses organized into Core, Edge, and Fringe areas, with distinct development standards applying to each area. The residential development would consist of a mix of single-family detached, single-family attached, and multifamily dwelling units, up to a maximum of 5,000 dwelling units for the entire project. The commercial development is proposed to consist of 800,000–1,400,000 square feet of retail space and 4,000,000–4,500,000 square feet of office space, for a total of up to 5,900,000 square feet of commercial space. The plan also proposes three hotels with up to 600 hotel rooms in total and public or institutional buildings and spaces.

   The CSP includes plan sheets and an accompanying text describing the development, its conformance to regulations and policies, and development standards that will apply to the site.

   CSP-07004-01: This approval to the conceptual site plan revises Conditions 15, 16, 24, and 25 regarding the special-purpose detailed site plan, and Conditions 30 and 31 regarding phasing and the restriction on development of attached dwelling units. These changes will allow the development of the Moore Property to proceed prior to other portions of Westphalia. Development on the Moore Property would be a maximum of 505 attached dwelling units, 135 multifamily units, and 3,000 square feet of community/retail land use.

2. **Development Data Summary—CSP-07004:** During the original public hearing on the conceptual site plan, the information submitted by the applicant presented several inconsistent development totals, as described below. Because of the inconsistencies, some of the referrals received at that time for the case have mentioned various levels of development being proposed.

   Sheet 11 listed the following development totals. For the purposes of this report, these totals have been considered to be the proposed development ranges that would be allowed by this plan.

   150–200 single-family detached dwelling units
   1,650–1,850 townhouses
   2,350–3,100 multifamily dwelling units
   800,000–1,400,000 square feet of retail
   4,000,000–4,500,000 square feet of office

   The cover sheet (Sheet 1) provides a separate list of the maximum numbers of the various ranges, as shown below.

   200 single-family detached dwelling units
   1,850 townhouses
   3,100 multifamily dwelling units
   (5,000 total residential units)
   1,400,000 square feet of retail
   4,500,000 square feet of office

At the time of the original public hearing on the conceptual site plan, the applicant submitted a traffic study to demonstrate the adequacy of transportation facilities for the site, which was predicated upon the following land use quantities:

178 single-family dwelling units
1,715 apartment dwelling units
2,315 apartment dwelling units (high rise)
600 hotel rooms
3,240,000 square feet of general office
1,194,000 square feet of shopping center retail

As these numbers were the basis for the trip generation calculated in the traffic study, they were utilized to create a trip generation cap for the project which was and will be carried forward through future approvals. As development proposals are more specifically defined in later stages of the approval process, more exact traffic generation numbers corresponding to specific land use proposals will be available. Some of the more exact land use quantities may be found to generate less traffic than the general numbers that have been provided in the traffic study for the purposes of overall evaluation. In that case, although the permissible development numbers will be based on the ranges shown on the CSP, specific development will not be permitted to exceed the trip cap. As long as the CSP minimums of all required land uses are met, the plan will be acceptable. As development occurs, the traffic generated should be compared with the trip cap, with the understanding that the remaining traffic capacity must be sufficient to allow the minimum ranges of the different development totals to be achieved.

Similarly, the phasing plan proposed by the applicant includes multiple different phases providing the following total development numbers:

178 single-family detached houses
1,715 townhouses
460 other attached units (back-to-back, triplexes, two-over-twos)
600 hotel rooms
1,855 multifamily dwelling units (rental and condominium)
4,460,000 square feet of office space
1,224,000 square feet of retail space

During the original public hearing on the project, it was felt that the overall number of residential units shown in the phasing plan was acceptable, but the mix of units provided was not. The phasing plan proposed 2,175 attached dwelling units out of a total of 4,208 dwelling units, which was more than 50 percent of the units. Under the provisions of County Council Bill CB-29-2008 for a Regional Urban Community, the total number of attached units may not exceed 50 percent of the dwelling units in the project. Therefore, it was felt that the mix of units proposed in the conceptual phasing plan should be adjusted to meet this requirement. Please see, however, the discussion in Finding 5 below regarding how compliance with this requirement is shifted in the subject application.

Finally, during the original public hearing on the project, the applicant indicated that their preferred ranges for the different types of development are as follows:

150–200 single-family detached dwelling units
1,650–2,500 attached dwelling units
1,800–3,100 multifamily dwelling units
(4,000–5,000 total dwelling units)
500–600 hotel rooms
900,000–1,400,000 square feet of retail
2,200,000–4,500,000 square feet of office

As these final numbers were submitted at the original Planning Board hearing on the project, verification is needed that the minimum development within the ranges will allow the Core, Edge, and Fringe areas to meet the minimum densities and floor-area ratios established by the sector plan. The applicant should provide this verification prior to certification of the plan and adjust the numbers if necessary to meet the sector plan's required thresholds. The plan sheets and text shall be revised to reflect these ranges as constituting the proposed development amounts. The reductions in the minimum office development should be applied within the fringe in order to assure that the other areas will still meet the sector plan density requirements.

CSP-07004-01: The Moore Property contains a subset of the development approved in CSP-07004. More specifically, it consists of the following:

475–640 two-over-two, townhouses, and triplexes
475–640 attached dwelling units and
0–265 multifamily units
3,000 square feet of neighborhood retail commercial space

3. **Location—**The overall Westphalia Center property consists of 530.27 acres in the M-X-T Zone. It is located along the north side of Pennsylvania Avenue (MD 4), west of its intersection with Melwood Road and east of its intersection with Suitland Parkway.

The Moore Property is a 47.7-acre property within the larger Westphalia Center project, located on the north and west sides of Moore's Way, a private street winding from Pennsylvania Avenue to Melwood Road. It is located approximately one-half mile north of Pennsylvania Avenue and one-half mile east of Presidential Parkway, with access proposed from Presidential Parkway as it extends through Westphalia Center via proposed collector road C-637.

4. **Surrounding Uses—CSP-07004:** The overall Westphalia property is surrounded by single-family residential detached units, parkland, and office to the west; a mix of single-family detached and attached houses to the southeast; undeveloped land to the north, including the land subject to the approved Smith Home Farm and Woodside Village projects; by Pennsylvania Avenue to the south with a variety of commercial and industrial uses and the Joint Base Andrews Naval Air Facility beyond; and Melwood Road, with single-family detached units beyond to the east.

CSP-07004-01: The Moore Property abuts Smith Home Farm to the north and west, and is surrounded in all other directions by other portions of the Westphalia Center project, consisting of existing woodland, agricultural land uses, and scattered single-family detached units.

5. **Design Features—CSP-07004:** This approval involves a regional urban community, which is defined as follows by Section 27-107.01(a)(197.1) of the Zoning Ordinance:

> A contiguous land area of 500 or more acres in the M-X-T or R-M Zone within a General Plan designated center in the Developing Tier, and which is to be developed as follows: a mixed use, urban town center including retail office and residential uses with a defined core, edge and fringe as defined by the Sector Plan; transit- and pedestrian-oriented, with ample public spaces suitable for community events, adjacent to a planned or developed public park of 100 or more acres that includes a variety of recreational and cultural facilities for public use, such as amphitheaters, performance stages and plazas.

The plan provides for the extension of Presidential Parkway from its current terminus into the center of the site as master plan roadways MC-634 and A-66. In the eastern portion of the subject property, Presidential Parkway connects to another master planned roadway, C-636, which turns to the north to provide a connection to future development north of the site. The plan also provides for the extension of Woodyard Road north from Pennsylvania Avenue, A-52 and MC-637, and through the site to connect to the future development. Similarly, the plan shows the extension of a road from the interchange of Melwood Road and Pennsylvania Avenue through the center of the site, MC-632, connecting to the future development.

As specified by the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment and referenced in the definition of a regional urban community, the proposed town center is divided into a Core, an Edge, and a Fringe area.

The Core is mostly a rectangular area slightly offset to the west of the center of the site, and also extends southwards to Pennsylvania Avenue near the future interchange of Woodyard Road and Pennsylvania Avenue. The Core is envisioned as a distinctive urban environment, with a regular grid of streets, multistory, vertical, mixed-use buildings constructed close to the streets, and wide sidewalks. The grid of streets is formed by three east-west streets, including A-66 (Presidential Parkway extended), along the southern edge of the rectangular area, a main street through the center of the rectangular area, another street along the northern edge of the Core, four north-south streets, including M-637 (Dower House Road extended), through the western portion of the Core, two other streets through the center and eastern portions of the Core, and another street along the eastern side. The main east-west street through the center of the Core includes three roundabout intersections. A square open space is proposed at an intersection on the northern side of the Core, while the three roundabout intersections have been shown providing varying amounts of green space in the centers of the roundabouts. A transit area is located in the portion of the Core that extends south to Pennsylvania Avenue and is currently foreseen as a park-and-ride location for a future bus rapid-transit station, but could eventually allow for a rail station. The highest density of development should occur within the Core area. Other public or institutional uses proposed in the Core include a cultural arts center including an amphitheatre.

The Edge is the largest area of the site and includes a strip of land south of the Core as well as large areas in the northern and eastern portions of the site. The Edge is envisioned as including commercial uses along Pennsylvania Avenue, with residential neighborhoods in the northern and eastern areas. The residential neighborhoods would be a mix of single-family attached dwelling units (townhouses, two-family dwellings, three-family dwellings, and other stacked or attached unit types) and multifamily dwellings, with a small number of small-lot single-family detached houses around the northern and eastern edges of the site in the vicinity of existing single-family neighborhoods. Sites for small-scale neighborhood commercial or mixed-use development have been identified within the residential neighborhoods. Both residential and commercial uses will be densely developed. Community open spaces are also distributed throughout the Edge, and a site for a future school has been identified in the southeastern corner of the Edge. One roundabout has been shown at the intersection of MC-632 and the east-west main street through the Core, which continues eastward, past the roundabout to terminate at a green space in the middle of the eastern residential neighborhood.

The Fringe includes the southeastern corner of the site near Melwood Road and along MC-632, and the western portion of the site on either side of Presidential Parkway. The Fringe is separated from the Core and Edge by stream valleys that provide a natural division. The Fringe is primarily intended for commercial development, capitalizing on the locations near the major roadway interchanges that will be constructed along Pennsylvania Avenue. The proposed development regulations are more flexible and allow for more suburban office park and "lifestyle center" retail development within these areas. The applicant has indicated a desire to attract federal office uses in a "secure office area" on the south side of Presidential Parkway. The plan also identifies a piece of land in the western portion of the Fringe for the use of the Police Department and Fire/EMS Department.

CSP-07004-01: The design features included on the Moore Property will be decided in subsequent detailed site plans in the following order:

- A detailed site plan for infrastructure.
- A special-purpose detailed site plan.
- A standard detailed site plan, including items such as layout of the units on the site, common space, recreational facilities and landscaping, and reflecting the requirements of all relevant prior approvals.

The design program for the Moore Property, as approved in Preliminary Plan of Subdivision 4-08018 and reflected in PGCPB Resolution No. 09-95, included 3,000 square feet of commercial retail development and 640 dwelling units (135 multifamily and 505 single-family attached). No dwelling units were specified as single-family detached.

6. **Previous Approvals—CSP-07004 and CSP-07004-01:** The property is subject to the rezoning to the M-X-T Zone from the I-1 (Light Industrial), I-3 (Planned Industrial/Employment Park), and R-A (Residential-Agricultural) Zones by the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment (SMA), including Exhibits 44 and 45, outlining the vision for the

subject property. The property is also the subject of previously approved Conceptual Site Plan CSP-07004, approved with conditions by the Planning Board on December 18, 2008, then approved with conditions by the District Council on May 8, 2009, and subject to a revised order issued by the District Council on June 8, 2009. The property is also the subject of a second revised order issued by the District Council on September 21, 2009. The property is also the subject of approved Stormwater Management Concept 44782-2007-00, dated January 23, 2008 and valid for three years or until January 23, 2011. Lastly, the property is subject to the requirements of Preliminary Plan of Subdivision 4-08018 (Moore Property) and Preliminary Plan of Subdivision 4-08002 (the balance of Westphalia Center). The resolutions of approval, PGCPB Nos. 09-93 and 09-95 respectively, were adopted on June 25, 2009 and remain valid until June 25, 2015.

See Finding 7 below for a more detailed description of the conformance of the proposed revisions to Conditions 15, 16, 24, 25, 30, and 31 to the requirements of the relevant preliminary plans of approval.

7. **Revisions Requested to Conditions of CSP-07004 by CSP-07004-01:** The requested revisions to CSP-07004 deal specifically with Conditions 15, 16, 24, and 25 regarding the special-purpose detailed site plan and Conditions 30 and 31 regarding phasing and the restriction on development of attached dwelling units. Each of the previously approved conditions is listed below individually in bold face type followed by the proposed condition, the applicant's response, and comment.

CSP-07004 Approved Condition:

> **15. Prior to approval of a detailed site plan for specific buildings, the applicant shall obtain approval of a special purpose detailed site plan encompassing the entire Westphalia Town Center site to establish regulating standards for signage and identify appropriate locations for transit stops within the town center in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show proposed preliminary designs of the public open spaces within the town center and establish a timing plan for the improvement of these public spaces and for the public trail system.**

CSP-07004-01 Proposed Revision:

> 15. Prior to approval of a detailed site plan for specific buildings <u>for either the Moore Property or the entire Westphalia Center, excluding the Moore Property</u>, the applicant<u>s of the Moore Property and Westphalia Center, separately,</u> shall obtain approval of a special-purpose detailed site plan ~~encompassing the entire Westphalia Town Center site~~ to establish regulating standards for signage and identify appropriate locations for transit stops ~~within the town center~~ in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show proposed preliminary designs of public open spaces ~~within the town center~~ and establish a timing plan for the improvement of these public

spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition should be construed such that the Moore Property may proceed prior to the entire Westphalia Center.

Applicant's Justification: Condition 15 requires a special-purpose detailed site plan for Westphalia Center's "Town Center," prior to approval of any detailed site plan for specific buildings within the project. Moore is the only property owner in the entire Westphalia Center presently prepared to move towards development. In order for Moore to develop, this condition has the impact of requiring the owner of the Moore Property to process a special-purpose detailed site plan to set standards for the entire 530.27 acre project, for which there is presently no developer other than the owner of the 47.7-acre Moore Property. The owner of the Moore Property seeks relief from this predicament and respectfully requests that the Moore Property be subject to its own special-purpose detailed site plan. While this will certainly set a precedent for the "Town Center Edge" area and Westphalia Center as a whole, when the remainder of Westphalia Center moves forward, the details of conformance, compatibility, and consistency will be addressed with its special-purpose detailed site plan. The Moore Property will be reviewed against the requirements for approval of a detailed site plan in the M-X-T Zone. The proposed change has the effect of establishing two special-purpose detailed site plans in order to set the standards described in Conditions 15, 16, 24, and 25.

While staff is in agreement with this change in principal, staff would recommend that coordination between the two be required so as to attempt to create some degree of uniformity of design throughout the larger Westphalia project. Therefore, staff would suggest that the following language be added at the end of the revised condition: "However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time." Thus, it is hoped that ultimate design of the two subsections of the Westphalia Center project will be well coordinated.

CSP-07004 Approved Condition:

16. Prior to approval of a special purpose detailed site plan, covering the whole site, the following items shall be determined to ensure they will be addressed during review of each incremental detailed site plan submitted subsequently:

a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637, or propose an alternative road design or location for the public spaces.

b. Address gateway design themes and concepts.

c. Define the responsibility for construction and ownership of other public spaces, recreation and open space facilities proposed in the town center.

d. Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations.

e. Acknowledge that the transit center will be dedicated to public use.

CSP-07004-01 Proposed Revision:

16. Prior to approval of a special-purpose detailed site plan for either the Moore Property or the Westphalia Center, excluding the Moore Property ~~covering the whole site~~, the following items shall be determined to ensure they will be addressed during review of each incremental detailed site plan submitted subsequently:

    a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637, or propose an alternative road design or location for the public spaces.

    b. Address gateway design themes and concepts.

    c. Define the responsibility for construction and ownership of other public spaces, recreation, and open space facilities proposed in the town center.

    d. Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations.

    e. Acknowledge that the transit center will be dedicated to public use.

Applicant's Justification: The proposed change to the condition would allow for the two separate detailed site plans to be processed independently and the proposed circular public space would be included in the one for the balance of Westphalia Center, as it is not located on the Moore Property.

While the Moore Property does not contain a gateway as defined in the sector plan, the Moore Property will be accessed via a gateway area which will be developed concurrent with the development of the Moore Property. As such, the special-purpose detailed site plan for the Moore

Property will address this condition. Further, the Westphalia sector plan established a policy in its "Development Pattern Element" to, "(p)romote the development of attractive gateways into the Westphalia area that define the site's image as an inviting and safe place." The strategy defined to achieve this goal was to "(d)evelop ten gateways at key intersections entering the Westphalia community." The sector plan requires that the design of gateways include the following elements stated on page 12:

- Landmark elements such as entrance signage, artwork, monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.

- Landscape design including both softscape and hardscape.

- Resting and recreation facilities, information kiosks, or other amenities as appropriate.

The applicant will comply with gateway concepts and themes, consistent with the above. The details will be set with the approval of the special-purpose detailed site plan for the Moore Property.

Concerns regarding the responsibility for construction and ownership of other public spaces, recreation, and open space facilities proposed in the town center will be addressed at time of the special-purpose detailed site plan for the Moore Property.

To the extent that streets, sidewalks, and recreation facilities and/or open space are made public and dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) or the County, the standard maintenance of such will be the responsibility of the governmental entity taking ownership thereof. Otherwise, it is anticipated that the owners of Westphalia Center will enter into an umbrella management structure for residential and nonresidential uses. The documents related to this effort are private agreements between the owners. At the time of detailed site plan, the applicant shall provide further detail in this regard. Until such time as the remainder of Westphalia Center develops, the Moore Property will establish its management structure at the time of its special-purpose detailed site plan and commit to coordinating the umbrella management structure with the owner of the balance of Westphalia Center as it proceeds.

The transit center is located outside of the Moore Property. As such, the requirement that the transit center be dedicated to public use should be considered when the balance of the Westphalia Center is developed.

The Planning Board is in agreement with this change, but is rewording the applicant's proposed modified version of the condition in order to ensure that adequate attention is given to the issues involved before a special-purpose detailed site plan is approved for the portion of the project affected, which was the intent of the original approval.

"Prior to approval of a special-purpose detailed site plan for any portion of the site affected by these issues, the following items shall be determined to ensure they will be addressed during review of each incremental detailed site plan submitted subsequently."

CSP-07004 Approved Condition:

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, in accordance with the timing established in the special purpose DSP. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

CSP-07004-01 Proposed Revision:

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee in an amount to be determined by DRD, in accordance with the timing established in the applicable special-purpose DSP. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

Applicant's Justification: While the Moore Property will contain private recreational facilities and a portion of the public trail network, issues such as timing will be thoroughly reviewed during the special-purpose detailed site plan and the detailed site plan process for the Moore Property. Further, with regard to retention and future maintenance of any such recreational facilities, the applicant, its successors or assigns will be required to enter into public and/or private recreational facilities agreements, as applicable, just as with all development in the County.

The Planning Board approves this rewording to ensure that timing provisions for recreational facilities are established for the recreational facilities to be installed on the Moore Property at the time of approval of its special-purpose detailed site plan and for the recreational facilities to be installed on the balance of the Westphalia Center property at the time of approval of its special-purpose detailed site plan.

CSP-07004 Approved Condition:

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the buildings shall be determined with the review of the special purpose detailed site plan.

CSP-07004-01 Proposed Revision:

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the applicable special-purpose detailed site plan.

Applicant's Justification: There are two private community centers in the Town Center. The Moore Property contains one community center. Issues such as timing for the community center located on the Moore Property should be thoroughly reviewed during the special-purpose detailed site plan and detailed site plan processes for the Moore Property, independent of the special-purpose detailed site plan for the rest of the Westphalia Center. The applicant will be unable to move forward without the requested change.

Noting that one community building is included in the Moore Property portion of Westphalia Center, the Planning Board approves the suggested revisions to Condition 25. It is reasonable to specify that the timing and location of this community building be determined at the time of review of the applicable special-purpose detailed site plan, and the Planning Board has no objection to clarifying that the building referenced in the condition is a community building.

CSP-07004 Approved Condition:

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package.

CSP-07004-01 Proposed Revision:

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the applicable special-purpose detailed site plan. The review of the Westphalia Center special purpose detailed site plan shall acknowledge public recreational facilities to be provided in the central park.

Applicant's Justification: While the Moore Property will contain private recreational facilities and a portion of the public trail network, issues such as timing should be thoroughly reviewed during the special-purpose detailed site plan and detailed site plan processes for the Moore Property.

The Planning Board finds that it is reasonable to specify that the recreational facilities included in a particular detailed site plan be determined at the time of the approval of its special-purpose detailed site plan as this is the first approval of details to be included in the land area covered. The prior site plan approvals were of a conceptual nature and/or only dealt with the installation of infrastructure. However, since the Moore Property is part of the larger Westphalia Center, it is reasonable for them to acknowledge that public recreational facilities are to be provided in the central park, but to specify that details regarding the installation of those facilities will be handled at the time of the review of the special-purpose detailed site plan for the balance of Westphalia Center. Hence, the Planning Board approves the following rewording:

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the applicable special-purpose detailed site plan. While the applicant acknowledges that public recreational facilities are to be provided in the central park, details regarding the installation of those facilities will be determined at the time of the review of the special-purpose detailed site plan for the balance of Westphalia Center, which includes the central park.

CSP-07004 Approved Condition:

31. The phasing of residential and commercial uses shall be determined with approval of the Conceptual Site Plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and to any special purpose DSP.

The Planning Board, in subdivision review for any proposed residential construction on the subject property, shall include all relevant issues, including without limitation, public facilities adequacy and Master Plan conformance, as they concern the entire Westphalia Center property and project, not just the issues arising at the site for that subdivision.

The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements.

a. The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these minimums provided adequate transportation capacity will exist for that development.

b. Attached dwelling units shall be limited to 50 percent of the total dwelling units on the site. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in attached units exceeding 50 percent of the total of all dwelling units for which permits have been issued.

c. Prior to issuance of permits for the 1,400th dwelling unit, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core.

d. Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,00 square feet of office space shall be constructed in the Core.

e. Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core.

f. Prior to issuance of permits for the 500,000 square feet of retail development, 250,000 square feet of office shall be constructed.

g. Prior to issuance of permits for the 750,000 square feet of retail development, 500,000 square feet of office space shall be constructed.

h. No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.

i. A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.

CSP-07004-01 Proposed Revision:

31. The phasing of residential and commercial uses shall be determined with approval of the Conceptual Site Plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP ~~and to any special purpose DSP~~.

c. Prior to issuance of permits for the ~~1,400th~~ 1905th dwelling unit, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core.

Applicant's Justification: The applicant requested removal of the Moore Property to "any special purpose DSP" and asked that the trigger for the installation of 300,000 square feet of retail space and 500,000 square feet of office space be moved up from the issuance of the 1,400th to the 1,905th building permit. Additionally, the applicant stated that the intent of the trigger is understood as an effort to develop the Core area first, and to balance the unit types within Westphalia Center. They said that the condition results in a limited ability to build units outside the Core until certain other events occur. The restriction set forth in this condition is onerous to those developers outside of the Core who are prepared to immediately move forward with development. Further, based on the private development agreement between the owners of the Westphalia Center, established in a more favorable development climate, the first 1,400 units remain restricted to the Core area. As such, it is necessary to either delete Condition 31(c) or adjust the phasing to allow for the development of the Moore Property.

With respect to Condition 31(b) which restricts the townhouse development in Westphalia Center to 50 percent, the applicant argued that this condition applies to the project as a whole and suggested a finding be made in the subject case that the total dwelling unit count for attached units in Westphalia Center will not exceed 50 percent.

The Planning Board prefers that the reference in the condition "and to any special purpose DSP" be changed to "and to the relevant special-purpose DSP," and approves the following with respect to the adjustment in the trigger.

Noting that the definition of urban regional communities (of which this application is a part) in the Zoning Ordinance sets a limit of 50 percent on attached dwelling units to include townhouses, two-over-twos, and triplexes, CSP-07004 does not limit building types on the Moore Property. Illustrations and development phasing concepts submitted at the time of the approval of CSP-07004 indicated that it would be developed primarily with attached dwellings and that the preliminary plan of subdivision for the Moore Property supported this notion by approving up to 505 attached and 135 multifamily dwelling units. Although the Moore Property cannot independently comply with the 50 percent limitation on attached units contained in Condition 31(b), Westphalia Center as a whole, could. Since Condition 31(b) also restricts the issuance of building permits for attached dwelling units to no more than 50 percent of the permits issued for all dwelling units, unless permits for multifamily units (or single-family units) are issued for the Moore property, this restriction would limit the number of permits for attached dwellings to 135 (50 percent of all permits issued) corresponding to the number of permits that could be issued for multifamily development as approved by 4-04018. Full development of the Moore property could not proceed until building permits for dwelling units other than attached units were issued on the balance of the Westphalia Center property. Language has been incorporated into the revised condition to prevent this from happening and to allow up to 100 percent of the building permits for the Moore Property to be for attached dwelling units, as allowed by the original approval of CSP-07004.

8. **Urban Design Review—CSP-07004:** The originally submitted development regulations for this CSP provided minimal standards for streetscape and building placement. These regulations are based upon the roads on which a lot fronts. The roads within the site are divided into the following different categories:

Urban Mixed-Use Roads: These include the two main north-south roads and the one main east-west road running through the Core. Development along these roads should be multistory, pedestrian-oriented commercial, residential, and mixed-use buildings. The development regulations call for a build-to line to be established along the frontage of all properties. The build-to line will run along the edge of the wide pedestrian area (proposed to be a minimum of six feet wide, alongside a five-foot-wide area where the sidewalk alternates with street tree planting areas and street furniture). The total sidewalk width is therefore a minimum of 11 feet, but only six feet of this is free of obstructions for pedestrians. Buildings may be set back up to 30 feet (the setback is called the optional zone) from the build-to line only for the purpose of providing seating areas, public art, handicapped access routes, plazas, balconies, or merchandise display areas. A minimum of 60 percent of the property frontage should consist of a continuous building frontage along the build-to line or optional zone. Landscaping is also permitted in the optional zone, but landscaping should only be incidental to the other uses permitted within the optional zone and should not be used to justify a setback from the build-to line.

The urban mixed-use standards also apply along the northern side of Presidential Parkway in the Core.

Urban Residential Roads: These roads are the main routes running through the residential Edge neighborhoods. Most of the development along these roads will be residential buildings, primarily multifamily and attached dwellings. Small-scale commercial and mixed-use development will also be located along these roads. Similar streetscape standards to the mixed-use roads apply along the residential roads, except that the optional setback from the sidewalk is only ten feet. This optional setback is intended for residential buildings to allow for stoops, porches, and small garden areas between the building and the sidewalk. Fifty percent of the property frontage should consist of a continuous building frontage along the build-to line or optional setback.

Internal Circulation Roads: These roads are the internal streets within the residential Edge neighborhoods. The minimum streetscape standards will include a four-foot-wide planting zone for street trees and a six-foot-wide sidewalk. As with the development regulations elsewhere, a build-to line is established along the sidewalk. At least 50 percent of the property frontage should consist of a continuous building frontage along the build-to line. Where single-family detached houses are proposed, the building façade will not be continuous, but will still meet the 50 percent frontage requirement. It seems appropriate to allow for an optional setback of the residential buildings from the sidewalk along these roads as allowed on the Urban Residential Roads above.

The design as presented is basically acceptable, providing for a comprehensive, interconnected street network, and appropriately locating public spaces and facilities throughout the development. The following issues with the plan have been identified, some of which are also discussed in more detail in the finding below:

a. Small-scale commercial sites within the Edge: The plan locates six potential sites for small-scale commercial or mixed-use development within the residential areas of the Edge. Of these six, at least four will be required to be developed as commercial or mixed-use sites. This means that if two sites are instead developed as residential areas, then all of the remaining four sites will need to be set aside as commercial areas.

   Development of these sites should be done in accordance with the sector plan's recommendations for vertical mixed use in the Edge, along main streets. Uses may be mixed retail and office, or mixed commercial and residential. Commercial development on these sites should consist of small-scale uses that will either directly cater to the market of the surrounding residential areas (such as convenience grocery or small retail stores), or wider-focused commercial uses that will not disrupt the residential neighborhoods (such as small professional offices). If the commercial sites are not developed concurrently with the surrounding residential areas, an adequate parcel of land (at least half of an acre) should be set aside at a street intersection in each location for future mixed-use or commercial development.

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

c. Drive through regulations: The sector plan text also strongly discourages drive through commercial services in the Core and Edge and prohibits them where visible from public streets. The CSP text states that drive throughs will not be permitted in the Core except where accessed from the auxiliary access roads and not visible from the main (public) streets. This regulation is appropriate and allows for the provision of drive throughs behind buildings where they will be least disruptive to the urban environment. However, the CSP text is more permissive regarding drive throughs within the Edge and Fringe areas, stating that "drive-through commercial services are permitted, generally, in the Fringe and Edge areas." (CSP text, p. 18) The design guidelines section of the text states that drive through services are permitted in the Fringe and Edge along urban residential roads and internal circulation roads, provided that they are not visible from "Major Urban Roads" and will not be detrimental to the public health, safety, and welfare (CSP text, pp. 40 and 42).

The terminology of the CSP text is unclear as major urban roads are not defined. Drive through services in the Edge should only be permitted in situations where they are not disruptive to the visual character of the development. They should be designed to be as unobtrusively as possible and should not create functional difficulties for pedestrians.

d. Parking provision: The sector plan encourages the provision of parking in structured parking garages and discourages large areas of off-street surface parking in the Core and Edge. It is expected that the great majority of parking within these areas will be provided in garages and as parallel parking along streets. The CSP text states that surface parking will not be provided in the Core except for "small residential interior block areas." (CSP text, p. 23) The CSP also states that surface parking in the Edge and Fringe will be separated from streets and pedestrian areas by landscaping, small walls, or buildings (CSP text, p. 27).

Surface parking lots are only permitted in the Core where they are screened from view of streets by buildings. However, it is recognized that larger parking lots may exist in the Core adjacent to streets prior to the final build-out of the project. These parking lots should be regarded as an interim condition that will eventually be replaced as buildings are constructed along the right-of-way and surface parking is converted to structured parking.

e. Building heights: The sector plan calls for the Core to be constructed with multistory buildings, generally three to ten stories in height. In the Edge, buildings are to be generally two to five stories in height, and the construction of one-story buildings is to be avoided. The CSP text basically supports these design principles. However, the text does allow for the possibility of one-story buildings in the Core for the cultural center, movie theaters, and retail anchor stores. In these cases, design of the buildings will hold to a minimum height of 30 feet and utilize articulation to give the impression of multiple stories (CSP pp. 16–17). Similarly, in the Edge, the buildings will be two to five stories except that retail and community centers may be one-story buildings with a minimum height of 20 feet (CSP p. 24).

Rather than constructing single-story buildings that give the visual impression of multiple stories for single-story uses such as movie theaters and retail anchors, the most appropriate arrangement for such uses in the Core and Edge would be to integrate them into the lower stories of a vertically mixed-use building. One-story buildings are not completely inappropriate in dense urban areas, but the sector plan clearly intended that such buildings should be strongly discouraged. The minimum heights and architectural detailing included in the CSP text should be utilized when the necessary uses cannot be integrated into a mixed-use building, but single-story buildings are generally discouraged. Mixed-use buildings should be utilized wherever possible.

The sector plan also recommends that sites specifically and exclusively intended for high-intensity office, mixed-use, and residential development should be identified and reserved in the Core. One of the exhibits in the CSP text (16A) shows proposed building

heights within the Core. The locations for five to eight and eight to eleven-story buildings should be interpreted as being reserved for high-intensity development.

f. Building placement regulations: The CSP text includes design guidelines to provide minimum regulations for the development of the site. Such guidelines are based around the proposed roads and establish minimum streetscape and building placement regulations. In general, these regulations are intended to create a pedestrian-friendly urban streetscape with a public space along the street defined by consistent building setbacks. Minor corrections and clarifications to the CSP text regarding these development regulations shall be made pursuant to conditions of this approval.

For instance, the regulations for residential development along urban residential and internal circulation roads are unclear as to the required build-to line and setbacks. The text states that buildings shall be built up to the pedestrian zone (the sidewalk), although townhouse setbacks may vary somewhat to allow for offsets along a row of houses. However, this contradicts a diagram on page 41, which shows an additional possible ten-foot setback for residential buildings beyond the pedestrian zone allowing for stoops, porches, and gardens. The text shall be revised to state that residential buildings fronting on urban residential and internal circulation roads may be set back up to ten feet from the established build-to line along the pedestrian zone or public utility easement.

g. Utilities: The proposed street sections include utility easements seven-to-ten-foot wide. Along some of the possible road sections in the Core, the utility easements may be underneath sidewalk pavements. It is expected that utilities within the Core will be provided within conduits, which is standard practice for commercial developments. Within the residential neighborhoods (along urban residential and internal circulation roads), the majority of the street sections reflect utility easements that run outside of the sidewalks as is more common practice for residential development. As specific buildings are not yet proposed, the utility companies have not provided a full review of the utility easements shown in the CSP. Further evaluation of the utility easements has been provided during the review of the preliminary plans and will be provided during the review of the detailed site plans for the project.

The development regulations for building placement currently do not account for the presence of a public utility easement, rather stating that buildings should be built up to the designated pedestrian zone. In most cases the utility easement will run alongside the sidewalk, and in these circumstances the buildings should be built up to the utility easement.

h. Planting standards: The CSP includes two planting details for street trees to be set into the sidewalks of the town center (in the CSP text, following p. 42). One detail shows street trees to be placed in planting beds four feet wide by eight feet long, and also shows that the open planting beds will connect to structural soil underneath the adjacent sidewalk, effectively extending the area into which the trees' roots will be able to expand. This is an acceptable arrangement for street trees. The second detail shows trees to be

placed in smaller beds beneath tree grates, four feet wide by four feet long. The smaller planting area would be stressful for trees and the detail does not show any connection to structural soil beneath the sidewalk. This arrangement would greatly restrict the trees' roots and cause many premature deaths among the street trees, harming the character of the streetscape and adding to maintenance and replacement costs. The tree grate detail should either be removed from the plan or modified to provide a large planting area and extension of the soil bed with structural soil underneath the adjacent sidewalk area.

CSP-07004-01: The findings regarding the urban design aspects of the project remain unchanged by the proposed revisions to conditions of the CSP.

9. **Zoning Ordinance—CSP-07004:** The subject project is in compliance with the requirements in the M-X-T Zone including the requirements for a regional urban community.

As stated in Section 27-276(b)(3),

> The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meets the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.

The proposed development meets the definition of a regional urban community, found in Section 27-107.01(a)(197.1), and as more fully analyzed in Finding No. 5 above. Conformance to the purposes and applicable requirements of the M-X-T Zone and Section 27-544 of the Zoning Ordinance are discussed below.

Required findings for conceptual site plans in the M-X-T Zone (Section 27-546(d)) are that:

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

The development is in conformance with this requirement. It clearly meets the purposes of the M-X-T Zone as specified in Section 27-542(a):

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

The plan will allow for an orderly development of land in the vicinity of three major interchanges along Pennsylvania Avenue. The site is designated as a Regional Center by the *Prince George's County Approved General Plan* and may include a major transit stop. The proposed town center will enhance the economic status of the county and provide desirable employment and living opportunities for its citizens.

(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;

The plan will promote compact, mixed-use and walkable development, including a mix of residential, commercial, recreational, open space, employment, and institutional uses, as further described in Finding No. 5 above.

(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;

The plan takes full advantage of the development potential of the site, allowing for both public and private development, as further described in Finding No. 5 above.

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

The plan locates a mix of residential and nonresidential uses in proximity to one another, particularly in the Core where uses may be mixed within the same building. The design will facilitate walking and bicycling, and will be well suited for the development of transit services, as further described in Finding No. 5 above.

(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;

The mix of uses provided within the Core will facilitate and encourage a 24-hour environment, as further described in Finding No. 5 above.

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

The plan proposes an appropriate horizontal and vertical mix of land uses, as further described in Finding No. 5 above. Building heights are specifically addressed in Finding No. 7 above.

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

The individual uses will coexist in a common urban environment, with a distinctive character and identity, as further described in Finding No. 5 above.

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

The plan will promote optimum land planning through the compact form of the development, which will concentrate multiple uses in close proximity to ensure economies of scale and savings in energy, as further described in Finding No. 5 above.

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

The plan proposes a variety of dwelling unit types and flexible ranges of commercial development which will allow for appropriate responses to the market, promoting economic vitality, and investment, as further described in Finding No. 5 above.

(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.

Architecture will be reviewed at the time of detailed site plan. The exhibits and illustrative views submitted by the applicant, in conjunction with this application, reflect a high standard of architecture including well-detailed façades that address the streetscape.

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

As noted above, as in Finding No. 6, the property was placed in the M-X-T Zone by a SMA approved after October 1, 2006. The proposed development implements the development concept recommended by the sector plan, which is discussed generally in Finding No. 19. Design guidelines and standards have been proposed by the applicant to implement the development concept, as further described in Finding No. 5 above.

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

The proposed development is generally ordered around the three interchanges along Pennsylvania Avenue: Suitland Parkway/Presidential Parkway, Dower House Road, and Woodyard

Road/Melwood Road. These interchanges are expected to provide the primary access into the site, and the plan envisions the development of regionally-attractive uses including federal offices, a medical center, and the Melwood retail center in proximity to the main entrances to the site. The size and quality of proposed development will be certain to catalyze adjacent community improvement and rejuvenation where necessary, and will contribute to the successful development of other projects in Westphalia by providing a nearby retail commercial and entertainment destination for those projects.

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

The proposed development is compatible with existing and proposed development in the vicinity to the fullest extent possible. The proposed development concentrates its greatest densities and intensities of development in the Core and the southern portions of the development along Pennsylvania Avenue and Presidential Parkway, with lower densities to the north and east. The existing commercial and industrial uses along Presidential Parkway should be compatible with the proposed office uses in that area. Small numbers of single-family detached houses are proposed in the area closest to the smaller-scale existing residential areas along Melwood Road, which are also to be buffered from the subject property by an afforestation and tree preservation buffer.

The proposed future development to the north of the site (the planned communities in the R-M and L-A-C Zones) will follow the overall scheme of development approved by the Approved Westphalia Sector Plan and Sectional Map Amendment (2007) are expected to include a mix of unit types integrated with smaller commercial areas and open-space networks. This will be consistent with the northern residential uses with neighborhood commercial proposed in the Edge of the subject site.

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

The proposed plan includes commercial, residential, and institutional uses organized around a comprehensive network of streets, open spaces, and recreational amenities. Overall, the plan proposes 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;

The CSP text proposes twelve main phases of development, as discussed below. The phases are based on geographic divisions of the site, allowing for each phase to be developed independently of the others, subject to adequate public facilities being available at that time. Most of the proposed phases include a mix of residential, commercial, and hotel development, which are intended for large amounts of regionally-marketed commercial space that can be marketed

independently of the other phases. However, the unified overall transportation network and design guidelines that will be set by this CSP and the special purpose detailed site plans will promote the effective integration of the separate phases into a cohesive whole.

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

The pedestrian system includes sidewalks along all public and private roads (not alleys) within the development. A number of additional trail connections have been required by conditions of this approval to fulfill the planned network of the sector plan, which will enhance the convenience and comprehensively connected nature of the pedestrian system.

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

The subject application is a conceptual site plan.

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

The conceptual site plan submittal included a traffic study intended to demonstrate the transportation adequacy of the development for the anticipated future traffic to be generated by the development. This study has been amended and reviewed by the Transportation Planning Section, the State Highway Administration (SHA), and the Department of Public Works and Transportation (DPW&T).

(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.

This finding is not applicable to the subject conceptual site plan.

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

The applicant does not propose a Mixed-Use Planned Community.

Regulations of the M-X-T Zone (Section 27-544)
The following regulations of the M-X-T Zone in Section 27-544(b) and (e) of the Zoning Ordinance are applicable to the subject property:

(b) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:

(1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

(2) The limitations on the maximum percentages of townhouses contained in Section 27-547(b)(7), footnote 7 and the lot size and lot width requirements in Section 27-548(h) shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.

As discussed above, the property was placed in the M-X-T Zone through an SMA approved after October 1, 2006, for which a comprehensive land use planning study was conducted prior to initiation. The subject property was the topic of Exhibit 44, an exhibit of record showing the development of the site in a fashion similar to what is proposed by this conceptual site plan. The applicant proposed design guidelines, which will be adjusted below by conditions of this approval, in order to implement the development concept recommended by the sector plan.

(e) Regional Urban Community Regulations.

(1) A Regional Urban Community shall conform to the definitions, regulations, and requirements set forth in Sections 27-107.01, 27-276, and 27-508 of the Zoning Ordinance.

Section 27.101(a)(197.1) of the Zoning Ordinance refers to the definition of a Regional Urban Community, which is met by this project. Section 27-276 refers to the required

findings for CSP approval. Section 27-508 refers to the regulations of the R-M Zone for portions of a Regional Urban Community that may be in the R-M Zone, which is not applicable to the subject application which is entirely in the M-X-T Zone.

(2) In addition to the definition, regulations, and other requirements set forth in Sections 27-107.01, 27-276, and 27-508 of this Code, the following regulations shall apply to a Regional Urban Community in the M-X-T Zone:

(A) The maximum percentage of attached dwelling units, which includes but is not limited to townhouses, two over twos and triplexes, shall be fifty percent (50%) of the total units in the project;

The CSP proposes 1,650–1,850 townhomes out of a maximum total of 5,000 dwelling units. However, the phasing plan shows a total of 1,715 townhouses and 460 other attached units (back-to-back, triplexes, and two-over-twos), or 2,175 attached dwelling units out of a total of 4,208 dwelling units in the project. As this is more than 50 percent of the total, the development quantities proposed in the phasing plan are not in conformance with this requirement. It is recognized that the phasing plan presented by the applicant does not present an exact number of units that will be built, but rather describes a suggested phasing that will likely be modified as the project moves closer to construction. However, even the suggested phasing plan should be consistent with the overall totals that can be developed on the site. Therefore, the number of attached units shown on the phasing plan should be reduced and the other dwelling unit types (multifamily and/or single-family detached) should be increased, in order to show a mix of units that would be approvable.

The restriction on attached dwelling units applies to townhouses, two-family dwellings, three-family dwellings, semi-detached dwellings, metropolitan dwellings, quadruple-attached dwellings, and all similar products which feature horizontally or vertically attached dwellings. Variations of stacked or attached dwelling unit products which have been altered to meet the Zoning Ordinance's definitions of multifamily dwellings will not be considered multifamily dwellings in the town center.

(B) For Regional Urban Community developments in the M-X-T Zone, the woodland conservation and afforestation thresholds shall be fifteen percent (15%) with no requirement for on-site mitigation. A fee-in-lieu of $0.30 per square foot shall be required.

The woodland conservation and afforestation threshold for the town center will be 15%. If a fee-in-lieu is utilized to meet the requirements, the fee will be $0.30 per square foot.

(C) Innovative stormwater management techniques may be used upon a finding that the techniques meet the purpose of the M-X-T Zone as set forth in Section 27-541(a)(2), including but not limited to the utilization of stream channel and floodplain enhancement and restoration. Stream restoration may be utilized to meet channel protection and water quality volumes.

Stormwater management concepts have been evaluated by DPW&T and will continue to be reviewed by them and Environmental Planning Section staff at subsequent steps in the approval process.

(D) No setback shall be required from the 100-year floodplain to the lot line. There shall be a twenty-five (25) foot setback from the building to the 100-year floodplain for residences as a building restriction line as set forth in Section 24-129.

The required lot line setbacks and building restriction lines from the floodplain will be evaluated at the time of preliminary plan of subdivision review and subsequent reviews.

(E) The maximum number of townhouse dwelling units per building group shall be ten (10). No more than thirty percent (30%) of the building groups shall contain nine (9) to ten (10) dwelling units. All other townhouse building groups shall contain no more than eight (8) dwelling units.

This requirement will be evaluated at the time of detailed site plan review.

(F) The number of parking spaces required in the core area of the Regional Urban Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. The applicant shall submit the methodology, assumptions, and data used in performing the calculations with the Detailed Site Plan. The number of parking spaces within the core area of the Regional Urban Community shall be calculated based on the procedures described in Sections 27-574(b) and (c).

The parking requirements of development will be evaluated in this fashion at the time of detailed site plan review.

(G) End units on townhouse building groups shall be a minimum of twenty (20) feet in width and the minimum building width of a contiguous attached townhouse building group shall be sixteen (16) feet per unit. A variety of townhouse sizes shall be provided, with a minimum gross living space of a townhouse unit shall be 1,500 square feet except that

ten percent (10%) of the townhouse units may be reduced to 1,200 square feet.

These minimum standards will be applied to any detailed site plan that proposes townhouses.

(H) The minimum front setback from any public or private right-of-way may be reduced to seven (7) feet. In the core area, the public maintenance shall be one foot from back-of-curb to one foot to back-of-curb.

Detailed site plans for the site will be required to comply with the minimum front setback of seven feet from public and private rights-of-way.

CSP-07004-01: The proposed revisions to conceptual plan conditions in CSP-07004-01 do not affect the previous findings made regarding conformance with Zoning Ordinance requirements because said conformance must be judged taking into consideration the ultimate build-out of Westphalia Center as a whole.

10. **2007 Approved Westphalia Sector Plan and Sectional Map Amendment—CSP-07004 and CSP-07004-01:** The proposed revision to the conceptual site plan, including the proposed amendments to conditions of approval, has been determined to be in conformance with the approved sector plan.

11. **Recreational Facilities—CSP-07004 and CSP-07004-01:** Residents of the Westphalia Town Center will have access to a wide range of recreational opportunities. The CSP shows two community buildings located on open space parcels roughly in the center of the Eastern Residential neighborhood (3 acres) and at the northern edge of the Northern Residential neighborhood (2.5 acres). These areas should provide for a variety of indoor and outdoor recreational opportunities. In view of the large size and population of the project, these buildings should be large and accommodate a variety of recreational opportunities. The buildings should be constructed concurrently with the Edge residential neighborhoods. The applicant should construct the master-planned trails along the Cabin Branch and Back Branch stream valleys in this development.

The open spaces located throughout the development include the following:

a. Westphalia Square (0.9 acre), located roughly in the center of the entire site, on the northern side of the Core.

b. West Circle (1.9 acres), open space within the roundabout along MC-637 in the western portion of the Core.

c. East Circle (1.6 acres), open space within the roundabout along MC-632, within the Eastern Residential neighborhood of the Edge.

d. Amphitheatre Area (1.6 acres), envisioned as an open area west of the West Circle, with a cultural building such as a museum or art gallery and an outdoor amphitheatre for performances.

e. Small open areas (0.1 acre and 0.3 acre) within the two smaller roundabouts along the main east-west street through the Core.

f. Three neighborhood pocket parks (0.2 acre, 0.4 acre, and 0.3 acre) within the Edge residential neighborhoods.

g. The preserved stream valley corridors along Back Branch and Cabin Branch (37.2 acres).

The space within the roundabouts along major roads is hardly large enough to be usable for amenities. The two smaller circles may eventually be developed as visual amenities that are not intended to be used by pedestrians. However, the two larger circles propose significant areas which are intended to be developed as usable space accessible by pedestrians. The applicant's exhibits presented in the first public hearing on the project show Dupont Circle and Logan Circle as models for these two circles. However, the heavy traffic expected along the major collector roads passing around the circles may deter pedestrians from attempting to reach the open space in the center of the circles. Traffic signals may be needed to stop traffic and give pedestrians a chance to cross. At the West Circle, it may be desirable to route both sides of MC-637 around the eastern side of the circle and allow the western side of the circle as a local access route for the cultural arts center and amphitheatre. This would also require a traffic signal to be installed at the eastern edge of the circle. The advantage of this approach would be to functionally link the open space within the West Circle to the art center and amphitheatre and create more opportunities for pedestrians to reach and use the space.

The feasibility of traffic control strategies to enhance pedestrian access to the circles was evaluated during the review of the preliminary plan of subdivision. At a minimum, the applicant should show preliminary construction details and proposed phasing of the recreational facilities within the circles during the review of the relevant special-purpose detailed site plan.

The residents of the town center will also have access to the Westphalia Central Park, located to the north of the site and connected to the site by the stream valley trail along Cabin Branch. Additional connections should be provided along the master-planned roadways running north from the site. Financial contributions to the development of the central park will be made in accordance with preliminary plan conditions.

Private recreational facilities in Westphalia Center have been made reciprocally available to all residents by a condition of this approval.

12. **The *Prince George's County Landscape Manual*—CSP-07004 and CSP-07004-01:** As a regional urban community, the proposed town center is subject to Section 4.8 of the Landscape Manual.

The submitted CSP contains a conceptual landscape plan (Sheet 16), but the sheet demonstrates conformance to the other sections of the Landscape Manual. The sheet should be revised to show that the development will conform to Section 4.8.

Section 4.8 Landscape Requirements in a Regional Urban Community

The landscape requirements for a Regional Urban community shall be determined at the time of the Conceptual Site Plan pursuant to Section 27-544 of the Zoning Ordinance or, where appropriate, at the time of the Comprehensive Design Plan pursuant to Section 27-480 of the Zoning Ordinance. The requirements, at a minimum, shall include:

A. Residential Requirements

- All lots for single-family detached dwellings that are smaller than 9,500 square feet shall be planted with a minimum of 1 shade tree or 1 ornamental tree per individual lot.

- For townhouses, one-family, semi-detached, two-family and three-family dwellings a minimum total of 1 shade tree and 1 ornamental or evergreen tree per every two units shall be provided on individual lots or on public or private open space.

- For multi-family buildings, 1 major shade tree shall be provided for each 2,400 square feet of surrounding green area provided. The number of trees may be satisfied on a 2:1 basis by the use of ornamental trees or evergreen trees, not to exceed one quarter of the number of shade trees provided on individual lots or on public or private open space.

Sheet 16 of the CSP includes notes to demonstrate conformance to Section 4.1 of the Landscape Manual, which requires provision of landscaping for residential development. The CSP should be revised to show that the development will conform to the above standards. The limited number of lots for single-family detached dwellings within the town center (150–200) may all be smaller than 9,500 square feet in area, in which case they should provide one shade tree or one ornamental tree, as noted above. Lots larger than 9,500 square feet for single-family detached dwellings are not specifically addressed in Section 4.8, and should be provided with one shade tree and one ornamental or evergreen tree as would be required under Section 4.1.

The standards of Section 4.8 for attached dwellings represent a 50 percent reduction in landscaping from what would normally be required under Section 4.1. It is certainly appropriate to count landscaping provided on common open areas associated with the attached units toward the landscaping requirements of the attached units, but landscaping provided within public or private open space (which would include urban parks and stream valley parks provided within the town center) should only be counted towards the landscaping requirements of attached units if those areas are within reasonable proximity to the proposed units.

The landscaping requirements for multifamily developments are based upon the amount of green area provided for the multifamily development. In a Euclidean Zone, there are specific requirements for green area within multifamily developments on which the Landscape Manual requirements provide for regulated numbers of plantings. In the M-X-T Zone, multifamily development does not generate a specific green area requirement, so the Landscape Manual's regulation may not require any plantings for multifamily development if the applicant does not propose any green area in conjunction with the multifamily development. This is perfectly appropriate in an urban setting, as the public open spaces and quality sidewalk environment will provide open space for the residents. The urban parks should, at a minimum, meet the landscaping requirement of one shade tree per 2,400 square feet of green area, and in general should be more heavily landscaped.

B. Screening Requirements

- Screening materials shall consist of evergreen trees and shrubs, wall, and fences.
- At the time of installation or planting of screening materials, screening must occupy 75% of a vertical rectangular plane, excluding driveways, sufficiently high and long to accomplish the required screening.
- All loading areas consisting of loading spaces, loading docks, vehicular lanes providing access to them and service or maintenance areas shall be screened from residential areas (single-family dwellings and townhouses) and all adjacent public roads.
- All dumpsters, trash pads, and trash collection or storage areas shall be carefully located and oriented on the site to be as inconspicuous as possible.
- All mechanical equipment and meters shall be screened accordingly to prevent excessive noise on surrounding properties.
- Screening options may include:
    - 6-foot-high-sight-tight-fence
    - Architecturally decorative walls
    - Evergreen screen (height, spacing and variety to be determined by size and location of area to be screened)

The screening requirements will be enforced during the review of detailed site plans.

Traditional landscape strips will not be provided along the roads within the town center. Street trees will be provided along all streets (not along alleys or along internal access roads in the Core).

Section 4.8 does not provide minimum standards for parking lot landscaping. Large surface parking lots will not be permitted within the Core, where parking should be provided almost exclusively in structures or along streets. Surface parking lots may occur within the commercial portions of the Edge and Fringe. The standards of Section 4.3 should be applied to large surface parking lots within the town center. In situations where surface parking is proposed, the standards of Section 4.3 will appropriately provide for landscaping.

In an urban mixed-use environment, uses should generally not be separated from each other by landscaped bufferyards. Therefore, particular buffering requirements are not established by this approval. During the review of detailed site plans, particular situations or marked incompatibilities may be identified where buffering of incompatible uses is warranted.

The revisions to the CSP conditions will not affect previous findings regarding compliance with the requirements of the *Prince George's County Landscape Manual.*

13. **Phasing—CSP-07004 and CSP-07004-01:** The applicant has presented a phasing plan which breaks the development geographically into six phases and 13 sub-phases. However, the applicant has not committed to building the phases in a particular order. In terms of the staging of residential and commercial development, the applicant has proffered to build 250,000 square feet of commercial development as part of the first phase of development, prior to the issuance of the 1,000th residential building permit. This has been altered by the 01 revision. Once 80 percent of the existing commercial development has been leased, the applicant will commit to develop additional commercial space.

As discussed in Finding No. 19 below, the applicant's proposed staging plan is inadequate to address the sector plan's strategies for concurrent timing of commercial and residential development. Without additional assurance, the County would run the risk of residential development on the site substantially outpacing the commercial development. Furthermore, unbalanced development might proceed to a point where there is not enough land or traffic capacity associated with the site to allow for the development to reach its required minimums. For instance, if too many residential units are developed, the site's trip cap may not permit enough commercial development in order to meet the minimum amount of commercial approved with this site plan. A binding phasing plan that provides for the balanced development of the different uses should be determined while the entire site is under unified control.

The following elements should be included in the staging plan and should be comprehensively tracked to ensure compliance:

Minimum development levels should be established within the town center to ensure that the Core, Edge, and Fringe meet the density and floor-area thresholds established by the sector plan. Furthermore, adequate traffic capacity should be reserved at all times so that the minimum levels of each type of development (residential and commercial) can be built. The number of attached units within the town center should not exceed 50% of the total dwelling units built at the time of ultimate build-out. Finally, commercial office development within the Core should be phased so that it is constructed concurrently with specified levels of residential and retail construction.

Construction of 505 residential dwelling units proposed by the subject revision as a first phase of development, will not affect the project's overall conformance with this requirement.

14. **The Prince George's County Woodland Conservation and Tree Preservation Ordinance—CSP-07004-01:** This property is subject to the provisions of the Woodland Conservation Ordinance because it has previously approved Type I Tree Conservation Plans associated with it: TCPI/004/09 associated with the Moore Property Preliminary Plan 4-08018; TCPI/014/08 associated with the original CSP approval for the overall Westphalia Center; and the -01 revision to TCPI/014/08 associated with Westphalia Center Preliminary Plan 4-08002. A Type I Tree Conservation Plan (TCPI/014/08-02) has been found to conform with the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance and is being approved with the subject CSP revision. Therefore, the application is in accordance with the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance.

15. **Referral Agencies and Departments**

a. **Historic Preservation—CSP-07004 and CSP-07004-01:** The proposed revisions to CSP-07004, in order to permit development of the Moore Property first, will have no effect on identified historic sites, resources, or districts.

b. **Archeological Review—CSP-07004 and CSP-07004-01:** A Phase I archeological survey was completed on the 530.27-acre Westphalia Center property in September and October 2006 and that eleven archeological sites (18PR843, 18PR844, 18PR845, 18PR846, 18PR847, 18PR848, 18PR849, 18PR850, 18PR851, 18PR852, and 18PR853) were identified in the survey. All of the sites consisted of early to mid 20th century farmsteads. Most of the sites were adversely impacted by recent house demolition or by gravel mining activities on the property. The sites also did not contain intact artifact deposits of sufficient research value to require further investigation. No further work was recommended on any of the eleven historic archeological sites identified on the Westphalia Center property. The Planning Board concurs with the conclusions of the Phase I archeology report that, due to the lack of research potential of these sites and their compromised integrity, no further work is necessary on the eleven historic archeological sites identified on the Westphalia Center property.

The Phase I archeological investigations of the Westphalia Center property were also reviewed by the Maryland Historical Trust. State reviewers concurred with the recommendations of the Phase I report that none of the archeological sites was eligible for listing in the Maryland Register of Historic Properties or the National Register of Historic Places. No further work was requested by the Maryland Historical Trust on any of the eleven archeological sites on the Westphalia Center property. State reviewers also concurred that none of the standing structures were eligible for listing in the Maryland Register of Historic Places or the National Register of Historic Places.

Four copies of the final report, Phase I Archeological Survey of the Westphalia Center Development Tract, Prince George's County, Maryland, were received and accepted on July 17, 2007. The Planning Board concurs with the report conclusions and recommended that no further archeological work is necessary within the Westphalia Center Property.

c. **Community Planning—**

General Plan
This application is consistent with the 2002 General Plan (as amended by the 2007 Westphalia sector plan) Development Pattern policies for a regional center in the Developing Tier. This application proposes a modification in boundaries between the Core and Edge areas which are consistent with the policies and strategies of the revised General Plan and the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment (SMA).

Master Plan
This application generally conforms to the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment policies for mixed uses at the regional center. The illustrative site plans included in the sector plan demonstrate one concept for implementing the development strategies and design principles recommended for this regional center. The conceptual site plan (CSP) and general design standards submitted by this application demonstrates another concept which, with revisions and clarifications listed below, also conforms to the development strategies and design principles recommended by the sector plan.

Other Determinations
This conceptual site plan establishes the regulations for review of subsequent development applications on this property. Council Bill CB-78-2006 revised the review criteria for conceptual site plans in the M-X-T Zone under certain circumstances, which apply in the Westphalia sector plan area, to establish master plan design guidelines or standards and referenced exhibits in the public record as important review criteria for development regulations to be established by the conceptual site plan. Exhibits 44 and 45 in the public record for the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment pertain to review of this application.

Flight operations at Andrews Air Force Base yield high noise impacts (65–70 dBA and 70–75 dBA) on the western portion of the subject site. CSP maps should be revised to show high noise areas and interior acoustical buffering shall be required for all structures built in high noise areas.

The CSP-07004 maps shall be revised to:

a. Show buffer area along the full length of historic Melwood Road including the Fringe area.

b. Recommend a location for a medical facility (public or private).

c. Recommend a site for a possible future library.

d. Show bikeway corridor trails along major roads and hiker/biker/equestrian trails along Cabin Branch and Back Branch greenways.

The CSP-07004 text (pp. 11–34) will be revised to:

a. Dedicate a $3,500 fee for each dwelling unit for construction of the Westphalia central park.

b. Quantify the proposed mix of public/quasi-public uses in the Edge area and if necessary, revise proposals to conform to the recommended range.

c. Clarify the proposed level of development and show consistent numbers on CSP Map 11, in the text tables for phasing, and the transportation analysis—all are different.

d. Incorporate omitted sector plan design principles for the Core, Edge, and Fringe areas in the CSP text as criteria to be included in subsequent development review procedures.

e. Emphasize that proposed commercial land uses in Edge areas, including live-work structures, need to strictly conform to all sector plan design principles, particularly with respect to scale, site and building design, and parking. On-street parking should be designed to contribute to parking requirements for commercial uses in Edge areas.

f. Require a range of lot sizes for single-family attached dwelling units in the town center on lots of a minimum of 1,000 square feet in size.

g. Incorporate the regulations of CB-29-2008 which are applicable to a regional urban center such as this development, particularly with respect to townhouse and attached dwelling unit criteria for the percentage of total units, lot size, living area, units in a row, and building widths.

The CSP-07004 General Design Guidelines and Standards (pp. 35–43) shall be revised to:

a. Clarify inconsistent terminology used to describe roads in the CSP text, on road identification maps, and on road section illustrations.

b. Strictly limit potential for front-loaded townhouses.

c. Clearly restrict permitted drive-through commercial services to areas behind buildings and/or not visible from streets.

Prior to approval of a preliminary subdivision plan (or any special purpose detailed site plan), the following items if relevant to the particular approval shall be determined:

a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637, or propose an alternative road design or location for the public spaces.

b. Establish gateway design themes and concepts.

c. Define the responsibility for construction and ownership of other public spaces, recreation, and open space facilities proposed in the town center and transit center.

d. Define a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations.

e. Define a phasing program with balanced proportions of concurrent commercial and residential development within both the center and the Core and a comprehensive method for tracking throughout the life of this project; consider requiring a cyclical review to evaluate and update phasing targets, perhaps every five years.

This CSP references all the maps and illustrations presented in the application (as revised herein or in any subsequent comprehensive review) as guidelines for approval of subdivision and each detailed site plan for the duration of this project.

BACKGROUND

Location: The property is located on the north side of Pennsylvania Avenue (MD 4) between the intersection of Suitland Parkway and Woodyard Road.

Size: 530.27 total acres, including several non-contiguous parcels along existing Presidential Parkway near the MD 4 intersection in the Fringe area.

Existing Uses: These properties are largely wooded, with smaller areas of agricultural fields, and several residential homes and agricultural buildings.

Proposal: This conceptual site plan (see CSP Map 11) proposes a vertically and horizontally mixed-use commercial/residential project that includes (Note: The CSP phasing plan and the CSP transportation analysis each show different residential and commercial numbers):

Residential Units—Up to 5,000 total units

Single-Family	150–200
Townhouse	1,650–1,850
Multifamily	2,350–3,100

Commercial—

Retail	800,000–1,400,000 square feet of floor area
Office	4,000,000–4,500,000 square feet of floor area
Hotel	Three hotels± (approximately 600 rooms)

Community Features/Sites (see CSP Map 16)

Transit Center
Police/Fire Station
Cultural Arts Center
Amphitheater
Urban Elementary School
Urban Park and Community Centers
Open space/buffers along small stream valleys and historic Melwood Road

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan: This application is located in a regional center along the MD 4 Corridor in the Developing Tier. The vision for centers and corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development.

Master Plan: 2007 Approved Westphalia Sector Plan and Sectional Map Amendment. (CR-2-2008 (DR-2))

Planning Area/Community: Planning Area 78/Westphalia

Land Use: The sector plan recommends development of an urban mixed-use town center with a defined core, edge, and fringe, including mixed residential and nonresidential uses at medium to high densities and intensities, ample public spaces suitable for public

events, and a strong emphasis on pedestrian- and transit-oriented design.

Environmental: Sector Plan Map 5: Green infrastructure shows regulated areas, evaluation areas, and network gaps on the subject property.

Sector Plan Map 6: Primary and secondary corridors show a primary environmental corridor along Cabin Branch on the western periphery of the property and a secondary environmental corridor along Back Branch, across the southern part of the site.

NOTE: A December 2007 Air Installation Compatible Use Zone Study (AICUZ) indicates that flight operations at Andrews Air Force Base yield high noise impact areas (65–70 dBA and 70–75 dBA) on the western portion of this application, which are somewhat different than the previous noise contours shown on the plan land use map. Interior acoustical buffering shall be required for all structures built in high noise areas.

Historic Resources: No historic sites or resources are indicated on the subject property. However, the eastern and northeastern portions of the site front on Melwood Road, which is identified as both historic and scenic. The plan requires a buffer along Melwood Road and the adjacent neighborhood with a minimum depth of 40 feet and an average depth of 150 feet (see CR-2-2007 (DR-2), Finding (e), p. 6). A buffer area is shown on CSP Map 11 along the central and northern segments of Melwood Road, but not the southern segment adjacent to the Fringe area. The buffer area along the west side of Melwood Road shall be shown in the Fringe area.

Transportation: Council Resolution CR-2-2007 (DR-2) added a new design principle to the transportation element: “Design a Town Center road network that reflects the sector plan’s design principles for development with an urban character, provides functional continuity with the sector plan transportation network, and needed capacity for adequate circulation of non-motorized as well as motorized transportation on internal streets.” (An urban grid of interconnected streets is illustrated as the intended development pattern evolving from the proposed CSP development regulations and concepts.)

Pennsylvania Avenue/MD 4 (F-6) is located along the southern boundary of this property and is recommended for improvement to freeway standards with grade-separated interchanges. Multiple road access points are recommended for this site:

Existing access is from:

- Presidential Parkway at MD 4—to be upgraded and extended as major collector road MC-634 and arterial road A-66 (on CSP)

- Woodyard Road/MD 223 (A-53) and Melwood Road at MD 4—this interchange is to be upgraded to include connection with Old Marlboro Pike (C-604) similar to Alternative ”N” identified during the first public hearing on the plan or another alternative approved by the Maryland State Highway Administration in subsequent design review. (on CSP)

- Marlboro Pike (C-604)—a collector road that provides local access from the east at the interchange with MD 223 and Melwood Road (Not shown on CSP Map 11, but illustrated on other maps pertaining to character areas, phasing, and road designs)

Future access is proposed from:

- Dowerhouse Road at a new interchange with MD 4 extending north as arterial road A-52 and major collector road MC-637. (on CSP)

- MC-637, MC-632 and C-636—unnamed new roads extending south from the adjacent Smith Homes Farm project. (on CSP)

Sector Plan Map 7A: Metro Line Extension shows a transit station location on the north side of MD 4, east of the proposed Dowerhouse Road interchange at the edge of the Core area, initially as a Park and Ride/bus transit site that could evolve into a rail station extended from the Branch Avenue Metro as the Town Center develops. (Transit site shown on CSP)

Melwood Road Improvement: “As determined by the Department of Public Works and Transportation, adequate safety roadway improvements for Melwood Road between MD 4 and

new road MC-632, including traffic calming devices, should be bonded for construction prior to issuance of building permits for the Westphalia Center development project." (CR-2-2007 (DR-2), Finding (d), p. 6 and SMA Amendment 1, pp. 9–10)

Public Facilities: Sector Plan Map 9: Public Facilities show a number of public facility sites recommended within this center:

- Police and fire stations (Site shown on CSP)
- Library (Site not specifically shown on CSP)
- Elementary school—urban model (Site shown on CSP)
- Medical facility—public or private (Not shown on CSP)

The potential locations for a library and a medical facility shall be identified on the CSP.

Parks and Trails: Map 10: Parks and open space show recommendations for a Westphalia Town Center Park/Square and sections of the Cabin Branch and Back Branch greenways within this application (shown on CSP). The Melwood Trail greenway is located along the eastern boundary of this site (not shown on CSP).

Map 8: The trail network shows bikeway corridor trails that are recommended along major roads and hiker/biker/equestrian trails that are proposed within the segments of Back Branch and Cabin Branch within the town center area (not shown on CSP). The Melwood Legacy Trail is shown along the eastern boundary of the town center (not shown on CSP). Local pedestrian urban walkways and bikeways are recommended throughout the center to provide multiple nonautomotive connections to and between neighborhoods within the center and to surrounding communities.

Development Pattern Element Policy 1, Strategy 2, recommends: "A minimum of one public space in a prominent, centralized location of the Town Center Core at a minimum of three acres in size." The CSP shows three to five public spaces in the Core area totaling more than three acres, the largest of which is 1.7 acres emulating the design of DuPont Circle in the District of Columbia. It is located across the street from another relatively large public use facility, the Cultural Arts Center. The distribution of useable public spaces has some advantages in

terms of accessibility to people in and around the Core area. The main concern is that the proposed 1.7-acre space is located in the midst of a major collector road (MC-637) somewhat north of the Dowerhouse Road interchange. Unlike DuPont Circle, it will not have an underpass for through traffic. As such, there is a question as to the volume of traffic involved, the safety of accessibility, and the traffic control methods that may be needed. These issues shall be addressed in the preliminary plan of subdivision process.

In addition, a large M-NCPPC, Westphalia central park, facility is recommended at the northern edge of the urban town center, on the Smith Homes Farm and Woodside Village development project sites, as a unique recreation feature for the entire Westphalia sector plan area. In order to construct and maintain the proposed variety of active and passive recreation facilities in the central park, a fee of $3,500 per dwelling unit built in the Westphalia sector plan area is required by this approval. A network of local park sites and recreation facilities (private or public) are recommended within each neighborhood area. It should be determined who will build and maintain the park facilities and open spaces shown on the site plan. (Park sites are shown on CSP)

SMA/Zoning: The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment rezoned the subject property from the I-3 and R-A Zones to the M-X-T Zone. (Table 5: Proposed Zoning Changes, SMA Change 1, Preliminary Plan text, p. 59 as approved by CR-2-2007 (DR-2); SMA Amendment 1, CR-2-2007 (DR-2), p. 12 directs preparation of "concept illustrations based on and referencing exhibits submitted to the record for each property)…that will serve as…the illustrative site plan to guide the character of development for the M-X-T Zone for the properties rezoned by this SMA."

PLANNING ISSUES

Conceptual Site Plan Review Criteria—The Sector Plan Development Pattern Element, Policy 2, states that "the Westphalia Town Center should be designed and reviewed in accordance with design standards and best practices for urban development as described in this sector plan." The strategy for Policy 2 is to "approve development standards specifically for the Town Center area in a conceptual site plan review per Part 3, Division 9, of the Zoning Ordinance to ensure development of urban land use patterns and character and that may revise or replace the suburban development standards contained in the zoning ordinance pertaining to lot size, lot coverage, frontage, setbacks,

height, and mix of land use types, signs, off-street parking and loading, landscaping, and other parts of the zoning ordinance."

Concurrent with preparation of the Westphalia Sector Plan and SMA, Zoning Ordinance regulations pertaining to the M-X-T Zone (Sections 27-542 and 27-547) and CSP review criteria (Section 27-548) were revised by approval of Council Bill CB-78-2006. This ordinance revision added master plan design guidelines or standards and referenced exhibits in the public record as important CSP review criteria in the M-X-T Zone for certain plans and SMAs approved after October 1, 2006, such as the Westphalia Sector Plan and SMA. Exhibits and development illustrations submitted to the public record are not to be considered as the approved site plan for the area; they are only the development concept that was presented to the public during preparation of the sector plan that generally reflects the intended land use and design character for that area. These exhibits are the starting point for more formal review, not the end result. When inconsistencies between development concepts, design principles, and exhibits occur, they should be resolved in ways that best achieve the development goals and policies of the sector plan.

Exhibits to Public Record of the Westphalia Sector Plan—An illustrative concept plan and illustrative site development plan, along with graphic illustrations and concepts for urban road sections, were submitted to the public record of the Westphalia sector plan as Exhibits 44 and 45. These referenced exhibits provide guidance to site plan review for the intended character of the mixed-use urban town center at Westphalia. The specific designs illustrated in these exhibits will be superseded upon finding that the proposals of CSP-07004 conform to the intended character of urban development for the Westphalia Center.

2002 General Plan (as revised by the 2007 Westphalia Sector Plan)—The 2002 General Plan recommended a "Possible Future Community Center" along the north side of MD 4 between Westphalia Road and Woodyard Road. This section of MD 4 is also identified as a limited access corridor for concentrations of mixed-use, transit-oriented development in the vicinity of major intersections. Evaluation of these General Plan recommendations, in context of preparing the 2007 Westphalia Sector Plan and SMA, resulted in an amendment to the General Plan designating the Westphalia Center as a regional center with slightly different boundaries than indicated on Map 1 in the 2002 General Plan. The revised boundaries incorporate all of the property subject to this application, and approximately 70 to 80 acres of property adjoining to the north, known as the Smith Home Farms project, which was approved for the R-M Zone by Zoning Amendment Application A-9965-C prior to approval of the Westphalia Sector Plan and SMA. Both the Westphalia Center project and the Smith Home Farms project are currently owned by the same development group and have been coordinated with respect to development patterns and sector plan recommendations. Several additional properties along MD 4 to the northwest are also included within the center boundary. Except for the redefined regional center area, the corridor designation along MD 4 remains as originally designated in the 2002 General Plan.

Upon approval of the sector plan in 2007, the overall boundaries for this General Plan regional center were defined, as were internal boundaries for a center Core, Edge, and Fringe. These boundaries were based on General Plan policies and strategies and the Westphalia Center development concept envisioned and illustrated at that time. This application proposes an updated development concept with a revised shape for the Core area, thus proposing a revision to the previously defined boundary between the Core and Edge areas. The overall center boundaries remain the same as defined in the sector plan.

The revision of internal center boundaries between Core and Edge areas should have some flexibility to respond to new or refined development proposals, so long as the result conforms to the development polices and design principles established by the sector plan. In this case, the application contains all of the land areas affected by these Core and Edge boundary revisions, and the development application generally conforms to the policies, strategies, and design principles of the General Plan and the sector plan for development in this center.

2007 Approved Westphalia Sector Plan and Sectional Map Amendment —The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment was approved by CR-2-2007 (DR-2) and establishes the policies, strategies, and design principles for development of the General Plan designated regional center at Westphalia. The intent of these policies and strategies is to ensure development of an urban Town Center with a defined Core and Edge and a moderate- to high-intensity, vertical and horizontal mix of commercial and residential uses that are transit-supportive and transit- and pedestrian-oriented. Amenities and characteristics of urban, rather than suburban, development patterns are sought. As a result of the public hearing and stakeholders participation process conducted during its preparation and review, this sector plan was approved by CR-2-2007 (DR-2) with a number of substantial revisions including a completely revised Development Pattern Element, a new Existing Communities Element, a new Economic Development Element, and a substantially revised Environmental Infrastructure Element.

CB-29-2008 Regional Urban Community—Subsequent to approval of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment, CB-29-2008 established a new use in the Zoning Ordinance, a Regional Urban Community, which is defined as a “contiguous land area of 500 or more acres in the M-X-T or R-M Zone within a General Plan designated center in the Developing Tier, and which is to be developed as follows: a mixed use, urban Town Center including retail office and residential uses with a defined Core, Edge and Fringe as defined by the Sector Plan; transit- and pedestrian-oriented, with ample public spaces suitable for community events, adjacent to a planned or developed public park of 100 or more acres that includes a variety of recreational and cultural facilities for public use, such as amphitheaters, performance stages and plazas.” (Section 27-107.01(a) 197.1) The new legislation contains regulations that address the percentage of attached dwelling units, woodland conservation and afforestation, stormwater management, lot line and building setbacks from floodplains, number of townhouses in a row, parking calculations, townhouse building width and living space, building setback from rights-of-way, public maintenance

of streets in the core area, and landscaping. This CSP application fits the criteria for a regional urban community as described above and should conform to the new regulations.

Conceptual Site Plan CSP-07004—This 530-acre CSP application for Westphalia Center includes all of the property in the Core of the urban Town Center, and the majority of the property within the Edge and Fringe areas of this designated center. The CSP application (pp. 11–34) identifies and discusses each of the policies, strategies, and design principles under the Development Pattern Element that apply to the Town Center, and includes numerous illustrations that clarify the intended character of development. This CSP submittal also proposes a set of design standards based on adjoining street classifications as criteria to guide review of subsequent development applications, e.g. subdivision, detailed site plan, and building permit, consistent with requirements for this CSP as established by CB-78-2006. In general, this application demonstrates conformance with the intent of the sector plan recommendations and establishes suitable regulations for subsequent review of development applications for subdivision and detailed site plans. The included charts, maps, and illustrations (as revised by any CSP approval) shall be clearly established as concepts and guidelines to be referenced for subsequent review of subdivision and detailed site plan applications regarding the intended character of urban development patterns sought in the Westphalia Center. Additional evaluation or clarification are listed below for each identified sector plan element.

DEVELOPMENT PATTERN ELEMENT ISSUES

Westphalia Center is comprised of a Core, Edge and Fringe, with nine distinct development (or character) areas that together comprise a mixed-use urban Town Center as recommended by the sector plan. Development will occur in five overall phases, generally building into the site from access points along MD 4, which could occur in any order or combination depending on market demands. The development areas and phasing are described on pages 11 to 34 of the CSP text, including numerous maps and illustrations. General design guidelines and standards, based on the classification of adjacent roadways are described (with illustrations) on pages 35 to 43. Overall, the CSP proposal and design standards establish an appropriate framework to guide development of an urban town center in Westphalia. However, several issues regarding the density, intensity, mix of proposed development, the phasing sequence, and site and building design require clarification.

Commercial Intensity, Residential Density: Map 11 of the CSP application indicates up to 5,000 dwelling units may be developed in various combinations of multifamily, townhouse, or single-family units and 4.8 to 5.9 million square feet of commercial floor area. The phasing plan (dated August 2008, following CSP text page 31) indicates only 4,208 dwelling units, 5.684 million square feet of commercial and 600 hotel rooms. The transportation analysis submitted with this application calculates capacity for only 4.7 million square feet of commercial floor area, approximately 1 to 1.2 million square feet less development than indicated elsewhere.

The intended levels of proposed development shall be clarified and made consistent throughout this CSP. Any reduction in proposed commercial floor area shall come from the Fringe, not the Core or Edge areas.

The Development Pattern Element of the sector plan, Policy 1, Strategies II and III, recommend a range of land use densities and intensities for the Westphalia Center Core and Edge areas that reflect the minimums and target ranges specified in the 2002 General Plan for a regional center. Development targets for Fringe areas were established by the sector plan to reflect recommended commercial land uses in those locations (see Policy 1, Strategy IV). Recommendations for the appropriate mix of land uses in each area are also described. As shown in the table below, this CSP development proposal corresponds to the lower ends of the target density/intensity scale for each measure in the Core (CSP p. 16) and Edge (CSP p. 23), but may exceed minimums in the Fringe (CSP p. 28).

Westphalia Regional Center Density/Intensity Recommendations

Area	Land Use	Sector Plan Recommendation		CSP-07004
		Minimum	Target Range	
Core	Residential	24 DU/AC	40–60 DU/AC	30 DU/AC
	Commercial	1.0 FAR	Not limited	1.07 FAR
Edge	Residential	8 DU/AC	15–30 DU/AC	15 DU/AC
	Commercial	0.5 FAR	0.5–1.5 FAR	0.5 FAR
Fringe	Residential	N/A	N/A	N/A
	Commercial	0.3 FAR		0.3–1.0 FAR

This CSP conforms to the minimum levels of development envisioned for a regional center as perceived for the existing market. However, the block-grid development pattern recommended for this town center by the approved sector plan, as illustrated by Plan Exhibit 44, and as modified by this CSP application, is capable of accommodating substantially more development if market conditions change in the future. Higher concentrations of population and employment would provide increased support for transit services and commercial activity in the town center area. Revisions to increase the density and intensity to correspond with the higher end of the development target range should be encouraged in the future.

Recommended Mix of Land Use: The Development Pattern Element identifies a range for the proportion of land uses sought in the center for Core, Edge, and Fringe areas, i.e. the residential, retail and services, office, and public/quasi-public uses, in order to ensure an appropriate mix in each area. The proportions in the Core and Fringe areas are within

the ranges specified by the sector plan. In the Edge area, the CSP text (p. 23) does not identify the public or quasi-public land use quantities, which are recommended to comprise ten to 20 percent of the Edge land use mix, even though some of these uses are shown on CSP Map 11 and other illustrations.

The proposed public and quasi-public uses in the Edge area shall be quantified to determine whether they conform to the proportions recommended by this sector plan and if necessary, be adjusted, prior to signature approval.

Westphalia Town Center Design Principles: The Development Pattern Element of the sector plan contains a matrix of design principles for the Core, Edge, and Fringe (see Policy 1, Strategies II, III, and IV respectively) which are intended to ensure that development will have an urban character. Most of the design principles are reflected in the CSP document, and others have been added or clarified by condition.

The following design principles listed in the sector plan for the Core area that are not reflected in the text of CSP-07004 (bold text) shall be included as criteria to be evaluated in subsequent development review procedures by condition below.

Westphalia Town Center Core (Policy 1, Strategy II)

Bullet 3 Create a high-quality urban environment…
Roof design should be added to the list of design elements for building façade articulation (missing from CSP text, p. 18)

Bullet 6 Develop in a way that promotes walking and transit use...
Restore four omitted principles (Missing in CSP text, p. 21):

- Provide necessary right-of-way for transit, transit stops, or stations.
- Provide direct access from public sidewalks to all buildings, unless the building fronts a plaza, green or courtyard.
- Design sidewalks adjacent to master planned roads to an appropriate standard for city boulevards, city collectors, and city residential streets (See Transportation Illustration 1).
- Provide attractively designed transit stops and stations that are adjacent to active uses and recognizable by the public.

Westphalia Town Center Edge (Policy 1, Strategy III)

Bullet 2 (Missing from CSP text, pp. 23–25)

- Design single-family detached and attached homes and multifamily buildings so that the mass of the living space and the front door dominates the front façade.
- Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.
- Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.
- Promote rear alleys to have access to parking and garages for residences that are sited back to back.
- Enhance community gateways to demonstrate neighborhood pride and delineate boundaries.
- Design streets to include high levels of interconnectivity between neighborhoods:
    - Do not build culs-de-sac, except to avoid sensitive environmental resources.
    - Do not allow gated streets or developments.
- Emphasize the provision of high-quality pedestrian and bikeway connections to transit stops/stations and surrounding neighborhoods.
- Build large multifamily development within approximately one-quarter mile of transit serviceable roadways.

Bullet 3 Design attractive commercial, retail and office use areas.

- Restrict drive-in commercial services to the rear areas behind main structures; do not allow on street fronts. (Missing from CSP text, p. 25)

Westphalia Town Center Fringe (Policy 1, Strategy IV)

Bullet 5 Utilize green space as buffers or public spaces, and integrate them into campus-like settings:

- Design structures to border or overlook green spaces.

- Create large landscaped squares or interconnected public spaces with walkways or trails, particularly adjacent to office complexes.

- Design all developments along MD 4 frontage to include landscaping or buffering to minimize the appearance of large building façades or parking lots.

Bullet 6 Integrate appropriately designed transit stops and centers, particularly near employment centers:

- Provide attractively designed transit stops and stations that are recognizable by the public.

- Provide necessary rights-of-way for transit, transit stops, or stations.

Bullet 7 (Missing from CSP text, pp. 28–30)

Create signage that functions to market services or denote building tenants but does not compromise aesthetics or safety:

- Design signs to only advertise a service, product, or business on the site on which the sign is located.

- Design signs to be compatible in style and character with the primary structure on the site.

- Discourage large wall signs.

- Promote monument signage.

- Encourage appropriately scaled monument signage:

    - Do not exceed eight feet in height and 60 square feet of area per side for multitenant monument signage.

- Prohibit pole-mounted signs except directional signs.

- Prohibit signs that compromise motorist safety:

    - No florescent, reflective, or blinking signs.
    - Discourage animated, flashing, rotating signs.
    - Prohibit roof signs.

Front Loaded Garages for Townhouse Units: No townhouses with front-loaded garages are proposed in the Core or Fringe areas. However, in the Edge area, the original CSP text (p. 24) indicated that townhouses with front-loaded garages may be built; illustrations of single-bay garages in townhouses along an urban street were shown. The original CSP general design standards (text p. 42) indicated that some front-loaded townhouses shall be allowed to front on secondary circulation roads.

The design principles under Policy 1, Strategy II of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment Development Pattern Element clearly discourage garages (and driveways) in front of any dwelling units located in the Edge area. Garages, driveways, and parking should be located in the back or on the side of residences. Front-loaded garages, particularly for townhouses, disrupt sidewalks and pedestrian traffic, encourage excessive mid-block vehicle turning movements, reduce the availability of on-street parking, and can be detrimental to the appearance and pedestrian orientation of an urban neighborhood. There may be some locations where a townhouse with a front-loaded garage may be justified, perhaps where the back of a townhouse overlooks a stream valley and cannot be served by an alley, but it should be very limited.

Townhouse Building, Lot Size and Interior Living Area Criteria: Council Resolution CR-2-2007 (DR-2), Sector Plan Amendment 1 (p. 7, line 18) states: "Within the town center urban areas there should be a range of lot sizes for single-family attached dwelling units with a minimum of 1,000 square feet. The finished floor area for dwelling units should be determined during site plan review in order to ensure an urban character of development. The percentage of townhouses and other dwelling units should be determined at site plan review based on the policies and exhibits referenced in the sector plan text." Subsequently, CB-29-2008 established the following criteria in the Zoning Ordinance for townhouses and attached dwelling units in the M-X-T Zone in an urban regional community, such as in the Westphalia Town Center.

Zoning Ordinance Section 27-544(e)(2):

(A) The maximum percentage of attached dwelling units, which includes but is not limited to townhouses, two over twos and triplexes, shall be fifty percent (50%) of the total units in the project…

(E) The maximum number of townhouse dwelling units per building group shall be ten (10). No more than thirty percent (30%) of the building groups shall contain nine (9) to ten (10) dwelling units. All other townhouse building groups shall contain no more than eight (8) dwelling units…

(G) End units on townhouse building groups shall be a minimum of twenty (20) feet in width and the minimum building width of a contiguous attached townhouse building group shall be sixteen (16) feet per unit. A variety of townhouse sizes shall be provided, with a minimum gross living space of a townhouse unit shall be 1,500 square feet except that ten percent (10%) of the townhouse units may be reduced to 1,200 square feet.

The standards for townhouses and attached dwelling units established by CB-29-2008 for an urban regional community applies to this CSP.

Edge Commercial Sites: The Edge area, as redefined by this CSP, includes opportunities for a variety of larger commercial land uses along the major roadways adjoining the Core and smaller commercial businesses distributed within the residential neighborhoods. The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment design principles for commercial development in the Edge area are discussed on pp. 26–27 of the CSP text. In general, the CSP proposals conform to 2007 Approved Westphalia Sector Plan and Sectional Map Amendment design principles. Six potential areas for neighborhood-oriented mixed-use commercial development, up to four of which may be developed, are identified on the CSP, Map 11; the specific sites shall be determined during the detailed site plan review process.

Retail commercial uses should be mixed vertically with office or residential uses and scaled in context of its immediate surroundings. Live-work structures may be considered within neighborhoods where considered feasible. On-street parking should be designed to contribute to parking requirements for neighborhood-oriented commercial uses in Edge areas. In order to ensure the most appropriate size and design for mixed commercial development in context of neighboring development, sector plan design principles need to be strictly followed for any proposed commercial uses in the Edge areas, particularly for urban neighborhood-oriented commercial uses:

Sector Plan Development Pattern Element, Policy 1, Strategy 3

- Front the façade of all buildings to public roads or internal streets, unless they face a plaza, green, courtyard, or public park.

- Feature vertical mixing of uses, particularly along main streets, to include ground level retail or commercial and upper level office or residential uses.

- Encourage building designs that are sensitive to the scale, form, rhythm, and materials proximate to commercial areas and residential neighborhoods that have a well-established, distinctive character.

- Encourage location of mixed-use commercial projects in transition areas and areas where small-scale commercial uses can fit into a residential neighborhood context.

- Provide architectural variation in buildings to discourage the appearance of a uniform structure.

- Restrict drive-in commercial services to rear areas behind main structures; do not allow on street fronts.

- Provide public plazas, squares, or other public gathering spaces.

- Encourage structured parking that is multiuse and does not interfere with aesthetics or safety of the streetscape:

    - Screen any free-standing parking structure from public walks and streets by locating it off street, or behind the primary structure or a liner building.

    - Encourage ground-floor retail development in structured parking that fronts public streets; integrate structured parking with active uses.

    - Design clear and safe pedestrian pathways with signs that link parking to destinations.

Commercial Drive Through Services:

In the Core Area: Sector plan design principles prohibit drive thorough commercial service areas that are visible from the street. In the Core area, the CSP originally proposed that drive through commercial services be allowed along auxiliary access roads (there are only two) providing access to commercial alleys and parking garages, so long as they are not visible from "Major Urban Edge Roads."

Major urban edge roads however were not defined or referenced elsewhere in the CSP text. Referring to CSP terminology describing roads in or around the Core area, it is assumed that drive through commercial services should not be visible from (1) urban mixed-use roadways, (2) Presidential Parkway, and (3) urban residential roadways. Commercial drive through services in the Core area shall be allowed behind buildings along auxiliary access roads or in driveways or parking garages, so long as they are not visible from streets and not otherwise disruptive.

In the Edge and Fringe Areas: The CSP text indicates that drive through commercial services are "permitted generally in the Fringe and Edge areas, on Internal Circulation Roads provided that.... (a) it is not visible from Major Urban Roads, and (b) it will not be

detrimental to the health, safety and welfare of motorists or pedestrians." (CSP text, p. 42)

The terminology regarding road classifications is unclear. Moreover, according to the illustrative map, internal circulation roads in the Edge areas are primarily neighborhood residential streets, along which there are very limited commercial opportunities. Although drive through commercial areas are not prohibited, they should be minimized and fully in compliance with sector plan design principles. Finally, as noted above, the CSP text omitted reference to the design principle for Edge areas to "restrict drive-in commercial services to the rear areas behind main structures; do not allow on street fronts." This CSP design standard shall be rewritten to reflect the design principle of the sector plan for Edge areas, and should be extended to Fringe areas as well.

GATEWAYS

The subject development is located at two designated "gateways" along MD 4 at MD 223 and Dowerhouse Road. (See Plan Map 3: Proposed Land Use–Attachment 3). Development Pattern Element Policy 6 establishes these as two of ten gateways at "key intersections entering the Westphalia community." Gateways require compliance with design principles aimed at distinguishing them as attractive entrances into Westphalia, including such elements as "entrance signage, artwork, monuments…landscape design including both softscape and hardscape…" etc. "Resting and recreation facilities, information kiosks, or other amenities as appropriate" are also cited. The design of buildings, landscaping, signs, and any special features at these interchanges with MD 4 are critical to the image of Westphalia that will be portrayed at these southern entryways.

Design themes and elements should be coordinated with other projects within this sector plan and along the gateway frontages. The Westphalia Public Facilities Financing Plan Stakeholders Work Group is addressing coordination of this issue collaboratively to establish consistent design themes to be reflected at each gateway. As indicated in the CSP text (p. 34), approval of this application should reflect the need to address these design issues at time of approval of the relevant special purpose detailed site plan.

DEVELOPMENT PHASING

Westphalia Sector Plan Development Pattern Element Policy 3 states:

> Ensure high-intensity commercial and office development in the first phases of town center construction.

Strategies to implement Policy 3 are:

> Identify and reserve sites specifically and exclusively for high-intensity office, high-intensity mixed use, and high-density residential uses in the town center core.

> In the site plan and subdivision review and approval processes, define and require high-intensity office and retail construction in the town center core prior to or in conjunction with specified levels of residential construction, except as modified in the 01 revision to the CSP.

CR-2-2007 (DR-2), Adopted 2007 Westphalia Sector Plan Amendment 1 (p. 7, line 3) states:

> Add text to clarify the phasing of commercial development in the Westphalia Town Center to ensure that such development precedes or occurs concurrently with and in proportion to residential development.

The CSP addresses this Adopted 2007 Westphalia Sector Plan policy and its strategies in text, on maps, and in charts (pp. 30–32). Illustrations accompany the CSP text for each of the project's nine development/character areas, along with maps indicating block patterns and building heights and where higher intensity office and commercial development should occur. The maps and tables describe development phasing in five to six general phases which are broken down into 12 sub-phases, one of which is devoted solely to the completion of Presidential Parkway. The tables describing each of the 12 development sub-phases allocate in detail the residential or commercial development program as currently envisioned. It is noted that there is no specified sequence for these phases, which are dependent on and responsive to market demands, but it is likely that the phases in the Fringe closest to existing access roads will occur first, e.g., either Phase 1 (at the MD 4—Woodyard/Melwood Road interchange) or Phase 5 (at the east end of Existing Presidential Parkway). Subsequent development phases will likely take place on immediately adjoining sections as new roads are built into the site. The majority of proposed development in these areas is commercial, so if a commercial development market exists, there could well be commercial development prior to or concurrent with, and in proportion to, residential development. However, if the commercial market is weak and the residential market is strong, roads could be built through undeveloped commercial areas to access residential areas for development and sale.

To address the requirement of Policy 3 for early commercial development, the CSP text (p. 31) indicates that: …"the Applicant will develop 250,000 square feet of commercial space during the first phase of development prior to the issuance of the 1000th building permit. Once 80% of the existing commercial space has been leased, Applicant will develop additional commercial space…" It does not specify whether this commercial space will be retail or office, or be built early in the development sequence or closer to the end of the phase. It only commits to a relatively small amount (five–ten percent) of commercial development in exchange for a relatively large amount (20–25 percent) of residential development proposed for the project.

The Adopted 2007 Westphalia Sector Plan phasing policies require three things:

a. Retail and office development in the first several development phases.

b. Reservation of sites in the Town Center Core for high-intensity development.

c. High intensity retail and office development in the Town Center Core before or concurrently with a specified level of residential construction in the center.

It is noted in the CSP that the commercial market (particularly for intense office development) may not be as strong as the residential market at any given point in time. If residential development is rigidly predicated on commercial development targets that cannot be marketed, development will not be financed, cash flow will not be generated (private or public), infrastructure improvements will not be made, and the project will stall. On the other hand, allowing residential development to proceed relatively unrestricted encourages bedroom community development, excessive commuting, and a lack of economic development, all of which are contrary to county goals and policies. This is a difficult issue to address. One of the keys is good "place making," as advocated by the development strategies and design principles of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment, so that both people and businesses will want to locate in Westphalia.

Regardless of where development is intended to begin, an overriding principle is that to justify the investment in infrastructure and development products, development needs to be sold or leased in order to generate cash flow. Establishing phasing that balances the ability of the developer to market commercial and residential products and satisfies the plan requirement to develop a balanced commercial and residential community is the challenge posed by the policies and strategies of this sector plan. It may be necessary to lead the market or "prime the pump" for some land uses in order to achieve or maintain a proportionate balance of commercial and residential development throughout the project.

In order to comply with the policies of the sector plan for phasing, it is suggested that:

a. A minimum ratio of commercial to residential development be defined for each development phase (such as at least 20 percent of proposed base commercial to no more than 20 percent of proposed base residential).

b. A minimum ratio for commercial office and retail targets should also be established for each phase (such as at least 2:1).

c. A comprehensive project development tracking matrix be established to monitor phasing.

d. Progress is monitored cyclically (such as every 5 years after first building permit) to evaluate market conditions and adjustments needed to achieve or revise phasing objectives.

e. The phased development of the town center Core be given particular attention to ensure that balanced development in the Core area is underway in conjunction with development in the Fringe and Edge areas.

f. A preliminary ratio for commercial and residential development, including initial development locations, should be established with approval of this conceptual site plan, subject to refinement or revision at the time of preliminary subdivision.

PUBLIC FACILITY FINANCING PLAN AND INFRASTRUCTURE MANAGEMENT

The 2007 Approved Westphalia Sector Plan Public Facilities Element, Policy 4 states:

> Enable cooperative planning and shared implementation of public infrastructure improvements and mitigations among individual parcels.

The strategy under Policy 4 is:

> Conduct a comprehensive public facilities plan analysis to establish the appropriate method, staging and financing mechanism that ensures provision of the aforementioned public facilities concurrently with development of new homes and businesses.

Concurrent with preparation of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment, a Public Facilities Financing Program study was prepared and reviewed by the Planning Board and County Council (Public Record Exhibit 73). Subsequently, a Westphalia Public Facilities Financing Plan Stakeholder Work Group was established to prepare a public facility financing program to calculate and finance costs for needed county facilities and infrastructure among public and private stakeholders on a “fair share” basis to the greatest extent possible. The stakeholders held meetings throughout 2008 and updated cost estimates for needed public infrastructure beyond that normally required of developers and identified shared financing and bonding strategies, as well as shared costs savings and incentive strategies. Phasing, marketing, branding, and management strategies were also under discussion.

At the time of the approval of the CSP for the project, there had been no agreement on a new shared funding strategy or approach. New public facility improvements not then required of the developer still needed to be funded and built according to the standard approach of programming for construction via the County Capital Improvement Program using general obligation bonds financed by tax revenues. The ongoing credit crisis and the downturn in the real estate market had slowed the work of the stakeholders group and

forced a rethinking of its approach. The stakeholder work group continued to meet in 2009 to arrive at a financing program that would ensure concurrent improvement of public facilities and infrastructure on a comprehensive basis for the Westphalia area. Approval of the original CSP acknowledged that creative financing for public infrastructure in the Westphalia sector plan area was still anticipated on a fair share basis as financing programs and methodologies were proposed and implemented, and as subsequent development review procedures were encountered. Until such a program is approved by county officials and implemented, the promise of a public facility financing program cannot be relied upon to any finding of adequate public facilities.

CSP-07004-01: The land use proposed by this application is consistent with the 2002 General Plan Development Pattern policies for a Regional Center in the Developing Tier and that the land use proposed by this application conforms to the recommendations of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment (SMA) for the Westphalia Center area as approved by CSP-07004. Although the application does not propose changes to land use types, quantities, or relationships, the proposed revisions to the special-purpose detailed site plan procedures and development phasing sequences are less strict than those approved in CSP-07004. Certain modifications to the proposed revisions to conditions that conform better to the policies and strategies of the 2007 Sector Plan for development of the Westphalia Center area have been incorporated into this approval.

d. **Transportation—CSP-07004:** The applicant prepared and submitted a traffic impact study with a revised date of July 2008. Prior studies dating back to March 2008 were submitted and were found to be unacceptable based on differing opinions on trip generation rates. After discussions regarding the trip generation rates for some of the proposed uses, the applicant provided a revised study. The July 2008 revised study did not adequately apply the guidelines governing the use of mitigation. Specifically, a traffic facilities mitigation plan (TFMP) was required, but one was not submitted, and secondly, the applicant assumed the use of mitigation procedures at intersections along MD 223, a corridor where mitigation is not allowed. Consequently, the applicant was required to provide supplemental information, specifically to fully address the use of mitigation where it is applicable, as well as to evaluate the intersections along MD 223 based on the regional center threshold of LOS E.

On Tuesday, November 4, 2008, a supplemental traffic analysis was submitted evaluating the intersections along MD 223, as well as a TFMP that evaluated the intersection of MD 4 and Forestville Road. The findings and recommendations outlined below are based upon a review of these materials (including portions of the July 2008 study) and analyses consistent with the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

TRAFFIC IMPACT STUDY

Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection	AM (LOS/CLV)	PM (LOS/CLV)
1 - MD 4 & Forestville Road	F/1785	E/1502
2 - MD 4 & Westphalia Road/Old Marlboro Pike	E/1472	F/1723
3 - MD 4 & Suitland Parkway	F/2350	F/1903
4 - MD 4 & Dower House Road	F/1808	E/1486
5 - MD 223 & Old Marlboro Pike – MD 4 WB On-Ramps **	B/14.8 seconds	B/11.7 seconds
6 - MD 223 & MD 4 WB Off-Ramps **	B/14.5 seconds	B/13.8 seconds
7 - MD 223 & MD 4 EB On-Ramps **	E/40.7 seconds	E/44.5 seconds
8 - MD 223 & Marlboro Pike – Osborne Road	D/1335	E/1524
9 - MD 223 & Perrywood Road **	F/72.8 seconds	F/61.8 seconds
10 - MD 223 & Dowerhouse Road	B/1066	D/1374
11 - MD 223 & Rosaryville Road	B/1120	E/1477
12 - Old Marlboro Pike & Ritchie Marlboro Road	D/1339	D/1328

**Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the *Guidelines.*

The traffic study identified thirty nine background developments (including Smith Home Farm) whose impact would affect some or all of the study intersections. Additionally, an annual growth rate of two percent per year (through 2017) was applied to the existing traffic counts along MD 4 and one percent along the other roads. A second analysis was done to evaluate the impact of background developments on the existing infrastructure. By definition, a background analysis evaluates traffic by combining existing traffic with projected traffic from approved developments.

The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM (LOS/CLV)	PM (LOS/CLV)
1 - MD 4 & Forestville Road	F/2435	F/2055
2a - MD 4 WB Ramps & Westphalia Road	A/720	A/759
2b - MD 4 EM Ramps & Old Marlboro Pike	A/511	A/704
3a - MD 4 SB Ramps & Suitland Parkway	A/962	B/1101
3b - MD 4 NB Ramps & Presidential Parkway	A/926	A/854
4a - MD 4 SB Ramps & Dowerhouse Road	A/439	A/586
4b - MD 4 NB Ramps & Dowerhouse Road	A/558	A/723
5a - Old Marlboro Pike & Melwood Road	A/809	A/505
5b - Old Marlboro Pike & MD 4 WB Off-Ramp	A/669	C/1196
6 - Old Marlboro Pike & Presidential Parkway	A/760	A/587
7 - MD 223 & MD 4 EB On-Ramps	E/1482	A/995
8 - MD 223 & Marlboro Pike – Osborne Road	F/1686	F/1968
9 - MD 223 & Perrywood Road **	F/556.5 seconds	F/632.2 seconds
10 - MD 223 & Dowerhouse Road	F/1684	F/1925
11 - MD 223 & Rosaryville Road	F/1611	F/2055
12 - Old Marlboro Pike & Ritchie Marlboro Road	F/1665	F/1791

**Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1450 or less is deemed acceptable as per the *Guidelines.*

An analysis of the traffic data under "total" conditions represents a combination of background traffic and site-generated traffic. The site-generated traffic was determined based on the following uses:

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Residential						
600 Rooms Hotel-Motel	210	180	390	270	210	480
178 Single Family Units	27	107	134	104	56	160
1,715 Apartment Units	178	714	892	669	360	1,029
2,315 Apartment Units (high rise)	139	556	695	602	324	926
Total	554	1,557	2,111	1,645	950	2,595
Less Internal trips	*-43*	*-38*	*-81*	*-234*	*-139*	*-373*
Net New Trips	511	1,519	2,030	1,411	811	2,222
Office						
1,000,000 sq. ft. General Office (equation)	1,041	142	1,183	204	995	1,199
2,240,000 sq. ft. General Office (average)	3,045	427	3,472	561	2,777	3,338
Total	4,086	569	4,655	765	3,772	4,537
Less Internal trips	*-8*	*-19*	*-27*	*-50*	*-64*	*-114*
Net New Trips	4,078	550	4,628	715	3,708	4,423
Retail						
1,194,000 sq. ft. Shopping Center	423	270	693	1,544	1,673	3,217
Less Internal trips	*-46*	*-40*	*-86*	*-170*	*-251*	*-421*
Net External Trips	377	230	607	1,374	1,422	2,796
Less Pass-by trips (19%)	*-72*	*-44*	*-116*	*-261*	*-270*	*-531*
Net New Trips	305	186	491	1,113	1,152	2,265
Total Net New Trips	4,894	2,255	7,149	3,239	5,671	8,910

Using trip generation rates from the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," as well as the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 7th Edition*, the study has determined that the proposed development,

based on the above-mentioned uses, would generate a net total of 7,149 AM (4,894 in and 2,255 out) peak-hour trips, and 8,910 PM (3,239 in and 5,671 out) peak-hour trips.

Using these site-generated trips, an analysis of total traffic conditions was done and the following results were determined:

TOTAL CONDITIONS		
Intersection	AM (LOS/CLV)	PM (LOS/CLV)
1 - MD 4 & Forestville Road With improvements (MITIGATION)	F/2611 F/1749	F/2452 F/1804
2a - MD 4 WB Ramps & Westphalia Road	A/720	A/759
2b - MD 4 EM Ramps & Old Marlboro Pike	A/511	A/704
3a - MD 4 SB Ramps & Suitland Parkway	D/1388	E/1477
3b - MD 4 NB Ramps & Presidential Parkway	D/1400	B/1093
4a - MD 4 SB Ramps & Dowerhouse Road	B/1036	E/1462
4b - MD 4 NB Ramps & Dowerhouse Road	A/894	D/1404
5a - Old Marlboro Pike & Melwood Road	D/1325	A/777
5b - Old Marlboro Pike & MD 4 WB Off-Ramp	C/1196	A/925
6 - Old Marlboro Pike & Presidential Parkway	B/1044	C/1246
7 - MD 223 & MD 4 EB On-Ramps With improvements	F/2072 D/1406	F/2186 E/1582
8 - MD 223 & Marlboro Pike-Osborne Road With improvements	F/1839 C/1186	F/2111 E/1528
9 - MD 223 & Perrywood Road (Unsignalized) With separate thru/left on SB MD 223 +(signal)	F/1485 Seconds E/1515	F/2465 Seconds F/1610
10 - MD 223 & Dowerhouse Road With improvements	F/2157 E/1597	F/2630 E/1453
11 - MD 223 & Rosaryville Road With improvements	F/2082 D/1393	F/2668 E/1467
12 - Old Marlboro Pike & Ritchie Marlboro Road	F/1665	F/1791

The results shown in the table above have indicated that there are several intersections that would operate unacceptably under total traffic conditions. To address those inadequacies, the following improvements were proposed in the traffic study:

a. MD 4 and Forestville Road Intersection

- Add a third westbound through lane along MD 4.
- Add a second northbound double left turn lane along Forestville Road at MD 4.
- Add a second northbound through lane along Forestville Road at MD 4.
- Convert the southbound right turn lane into a combined through-and-right lane.
- Add a second southbound left turn lane along Forestville Road at MD 4.
- Rebuild the existing traffic signal.

b. MD 4 and Westphalia Interchange

- Construct an interchange as detailed which will be prepared under the Surplus Capacity Reimbursement Procedure (SCRP)

c. MD 4 and Suitland Parkway

- The State Highway Administration will construct this new interchange and the applicant will provide right-of-way, resulting in full funding.

d. MD 4 and Dowerhouse Road

- The State Highway Administration will construct this new interchange and the applicant will provide right-of-way. The construction timing will be part of the future phasing analysis.

e. MD 4 and MD 223 Interchange

- The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.
- Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off-ramp.

- Construct a second southbound left turn along MD 223 at the MD 4 EM on-ramp.

- Widen the MD 4 EB on-ramp to accept the southbound double left movement.

- Provide a third NB through lane along MD 223 at the MD 4 EB on-ramp.

- Install a traffic signal at the intersection of MD 223 and MD 4 EB off-ramp—MD 4 EB on-ramp.

f. MD 223 and Marlboro Pike

- Construct a southbound double left turn lane.
- Modify the traffic signal.
- Provide separate left, through, and right turn lanes on the eastbound approach.

g. MD 223 and Perrywood Road

- Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

h. MD 223 and Dowerhouse Road

- Create a double left, a through, and a separate right turn lane on the northbound approach along MD 223.

- Create a left turn, a through, and a shared through-and-right lane on the southbound approach along MD 223.

- Modify the traffic signal.

i. MD 223 and Rosaryville Road

- Create a second eastbound left turn lane along MD 223 to northbound MD 223.
- Create a second through lane along southbound MD 223.
- Create a double left turn along Rosaryville Road.
- Modify the traffic signal.

With all of the improvements in place, the analyses show that all of the critical intersections along MD 223 will operate adequately and the proffered improvements at the MD 4/Forestville Road intersection will reduce the site's critical trips by greater than 100 percent.

TRANSPORTATION REVIEW

The traffic study was also reviewed by representatives of the Department of Public Works and Transportation (DPW&T), as well as the State Highway Administration (SHA). In a memorandum from DPW&T dated May 20, 2008, Mr. Issayans noted the following:

> "In addition to the improvements noted in the study, the developer should be conditioned for the following improvements:
>
> - Old Marlboro Pike @ Ritchie Marlboro Road will have a level of service "F" in 2017 in both the a.m. and p.m. peak hours. Additional through and turn lanes are necessary on Ritchie Marlboro Road for capacity.
>
> - It should be noted that the intersection of Marlboro Pike/Osborne Road @ MD 223, Perrywood Road @ MD 223, Dowerhouse Road @ MD 223, Forestville Road @ MD 4 and Rosaryville Road @ MD 223 are still at a level of service "F" with the proposed improvements.
>
> - We do not totally agree with the proposed storage lengths at several of the studied intersections. However, since all the intersections are under the jurisdiction of the Maryland State Highway Administration, they will have the final decision as to the recommended geometric adequacies of the proposed improvements."

Similar comments were made in a November 10, 2008, letter from DPW&T in response to the November 4, 2008, supplemental traffic analysis, as well as the TFMP.

- While the Old Marlboro Pike at Ritchie Marlboro Road intersection shows a projected LOS F under both background and total traffic, all of the changes in level-of-service are attributed to pipeline development only. Based on the traffic distribution, none of the site traffic will affect this intersection.

- The November 4, 2008 supplemental traffic study recommends improvements at the intersections along MD 223. Four of the five intersections along MD 223 were projected to operate with LOS E, which is the minimum standard for properties designated as regional centers. Additional improvements will be required at the Perrywood Road intersection with MD 223 to provide at least a LOS E.

In response to the July 2008 revised study, a letter from SHA, dated September 2, 2008 reiterated many of the traffic study recommendations at most of the critical intersections. Objections were raised however, with the applicant's assumption that SHA will be constructing the interchange at MD 4 and Dowerhouse Road. The letter stated that "the report assumed that SHA will be constructing interchanges at MD 4 at Suitland Parkway and MD 4 at Dowerhouse Road. SHA will be constructing only the MD 4 at Suitland Parkway interchange. The MD 4 at Dowerhouse Road interchange will need to be funded from an alternative source other than SHA."

Subsequent to the September 2, 2008 letter from SHA, SHA representatives have indicated that changes to the funding status of several projects within the current Consolidated Transportation Program (CTP) FY 2008–2013 are being sought by the Maryland Department of Transportation (MDOT). In an effort to help evaluate the impact of the impending funding changes on some local projects, SHA offered documentation outlining the impact of these changes in a letter dated September 26, 2008 from the then Director of Planning and Preliminary Engineering, Mr. Raja Veeramachaneni. Among the salient points of the letter are the following:

> "The Maryland Department of Transportation (MDOT) assessed the budgetary impacts of the current fiscal situation and made some difficult decisions in developing the draft FY 2009–2014 Consolidated Transportation Program (CTP). While I am pleased that all safety, bridge, and system-preservation funding remains intact, I regret that construction funding for several projects were indefinitely deferred. Those projects include the following:
>
> - MD 4/Suitland Parkway Interchange—This project was fully funded, except $13.6 million for right-of-way purchases. However, the funds have been indefinitely deferred, and the project has been included in the Development and Evaluation (D&E) Program of the new draft CTP. The SHA will continue working with developers, M-NCPPC, and Prince George's County toward right-of-way donations for the project."

While it is the intent of MDOT to defer funding for the MD 4/Suitland Parkway interchange, the guidelines states that "Transportation improvements that should be used for traffic studies as part of the required test for adequacy must have 100 percent of the construction funds programmed in either the adopted county CIP or the current state CTP." The applicant has met this test.

Westphalia Sector Plan
The Approved Westphalia Sector Plan and Sectional Map Amendment (2007) recommends an extensive road network which impacts the subject application. All of the planned roads that were proposed in the sector plan's transportation network are accurately represented in the proposed application.

a. The application is a conceptual site plan for 530.27 acres of land in the M-X-T Zone. The proposed development would generate 7,149 AM (4,894 in and 2,255 out) peak-hour trips, and 8,910 PM (3,239 in and 5,671 out) peak-hour trips. These trip projections were determined using the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," as well as the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 7th Edition.*

b. The traffic generated by the proposed conceptual plan would impact the following intersections:

- MD 4 and Forestville Road
- MD 4 and Westphalia Road/Old Marlboro Pike
- MD 4 and Suitland Parkway
- MD 4 and Dower House Road
- MD 223 and Old Marlboro Pike—MD 4 WB on-ramps **
- MD 223 and MD 4 WB off-ramps **
- MD 223 and MD 4 EB on-ramps **
- MD 223 and Marlboro Pike—Osborne Road
- MD 223 and Perrywood Road **
- MD 223 and Dowerhouse Road
- MD 223 and Rosaryville Road

c. None of the intersections identified in finding (b) above is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation (MDOT) Consolidated Transportation Program or the Prince George's County Capital Improvement Program with the exception of the following:

- MD 4 and Suitland Parkway—(MDOT CTP FY 2008–2013) **
- MD 223 and Dowerhouse Road (CIP 2008–2013, FD669451)
- MD 223 and Rosaryville Road (CIP 2008–2013, FD669451)

**The MD 4/Suitland Parkway intersection is funded for upgrade to an interchange in MDOT's current CTP (FY 2008–2013). As in a letter from SHA dated September 26, 2008, funding for this intersection upgrade is indefinitely deferred. The current CTP has a validity period beginning July 1, 2008 and ending June 30, 2009. Consequently, based on the provisions outlined in Subtitle 24-124(a) (1) of the Subdivision Regulations, the project can still be used to meet the transportation adequacy requirement.

d. The subject property is located within the Developed Tier, as defined in the General Plan (2002) for Prince George's County. However, as part of the approval of the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment, the subject property was designated as a regional center.

Consequently, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections. In response to such a finding, we generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

e. The following intersections identified in finding (b) above, when analyzed with the total future traffic as developed using the guidelines, were not found to be operating at or better than the policy service level defined in finding (d) above:

- MD 4 and Forestville Road
- MD 4 and Dowerhouse Road
- MD 223 and Old Marlboro Pike—MD 4 WB on-ramps **
- MD 223 and MD 4 WB off-ramps **
- MD 223 and MD 4 EB on-ramps **
- MD 223 and Marlboro Pike—Osborne Road
- MD 223 and Perrywood Road **
- MD 223 and Dowerhouse Road
- MD 223 and Rosaryville Road

f. The applicant shall provide the following improvements to the intersections, in consideration of the findings in finding (e) above:

MD 4 and Forestville Road Intersection

- Add a third westbound through lane along MD 4.

- Add a second northbound double left turn lane along Forestville Road at MD 4.

- Add a second northbound through lane along Forestville Road at MD 4.

- Convert the southbound right turn lane into a combined through-and-right lane.

- Add a second southbound left turn lane along Forestville Road at MD 4.

- Rebuild the existing traffic signal.

MD 4 and Westphalia Interchange

- Construct an interchange as detailed which will be prepared under the SCRP.

MD 4 and MD 223 Interchange

- Rebuild the interchange as detailed on Exhibit 12 as Alternate P-1.

- Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off-ramp.

- Construct a second southbound left turn along MD 223 at the MD 4 EM on-ramp.

- Widen the MD 4 EB on ramp to accept the southbound double left movement.

- Provide a third NB through lane along MD 223 at the MD 4 EB on-ramp.

- Install a traffic signal at the intersection of MD 223 and MD 4 EB off-ramp—MD 4 EB on-ramp.

MD 223 and Marlboro Pike

- Construct a southbound double left turn lane.
- Modify the traffic signal.
- Provide separate left, through and right turn lanes on the eastbound approach.

MD 223 and Perrywood Road

- Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

MD 223 and Dowerhouse Road ++

- Create a double left, a through, and a separate right turn lane on the northbound approach along MD 223.

- Create a left turn, a through, and a shared through-and-right lane on the southbound approach along MD 223.

- Modify the traffic signal.

MD 223 and Rosaryville Road ++

- Create a second eastbound left turn lane along MD 223 to northbound MD 223.
- Create a second through lane along southbound MD 223.
- Create a double left turn along Rosaryville Road.
- Modify the traffic signal.

++The improvements associated with the intersections along MD 223 at Rosaryville Road and Dowerhouse Road are projected to operate adequately as a result of upgrades that are funded in the County CIP. As part of the funding schedule for the CIP, there is a provision for developer contribution, consequently, the applicant is required to participate in this funding contribution by providing a pro rata contribution.

A pro rata contribution of $812.00 per dwelling unit was previously included as a condition of approval in the following resolutions:

Mill Creek—PGCPB Resolution No. 05-232, November 3, 2005
Brazelton—PGCPB Resolution No. 06-119, May 18, 2006

In the current approved CIP (FY 2008–2013), the overall cost is listed as $2,625,000 with $1,810,000 coming from developer contributions. However, these cost estimates were established for the County's FY 1992–1997 approved Capital Budget. In the current MDOT CTP for FY 2008–2013, the cost associated with the improvement at MD 223 at the Rosaryville Road intersection is $5,148,000.

Information presented in the traffic study indicated that under total traffic condition, an average of 4,571 peak-hour trips will pass through this intersection. Of that number, 1,085 trips will come from the subject application. Since the proposed development will represent 23.74 percent of the total traffic, then the applicant shall contribute its commensurate share of the cost which is calculated as:

23.74% x $5,148,000 = $1,221,960

For every average peak-hour trip the proposed development generates, its pro rata share will be $1,221,960/1,085 = $1,126.23 per trip.

g. ALL of the intersections identified in finding (b) above, when analyzed with the improvements identified in finding (f) above and total future traffic as developed using the guidelines, were found to be operating at or better than the policy service level defined in finding (d) above, with the exception of:

MD 4 and Forestville Road
MD 4 and Dowerhouse Road

h. Regarding finding (g) above, the traffic study has assumed that funding exists within the current SHA CTP for the construction of the interchange at MD 4 and Dowerhouse Road. However, it cannot be verified that such funding exists. Since the analyses of this intersection was predicated on an interchange being built, and there is no evidence that such an interchange has full funding in any current CIP/CTP, we will not recommend a condition that the applicant to provide funding for this interchange.

i. All of the analyses for the intersection of MD 4 and Forestville Road show that the intersection will not operate within the required adequacy threshold. The intersection is eligible, however, for the use of mitigation pursuant to Subtitle 24 of the Subdivision Regulations and the guidelines. On November 4, 2008, a transportation facilities mitigation plan (TFMP) was received, which was subsequently referred to SHA for review. A December 1, 2008 response letter from SHA made no objections to the applicant's proposed mitigation improvements. The proffered improvements will mitigate the total CLV's by 490 percent in the AM peak hour and 490 percent in the PM peak hour.

CSP-07004-01: The Planning Board does not object to the proposed revisions to conditions from a transportation-perspective because they conform to the parallel conditions of the approved preliminary plan for the Moore Property. Also with respect to Condition 16, the Planning Board stated that they additionally had no objections because the proposed transit center will not be located on the Moore Property.

e. **Subdivision—CSP-07004:** The subject property is zoned M-X-T. Subtitle 24 of the Subdivision Regulations restricts the use of private streets, alleys, and easements for development in the M-X-T Zone. Specifically, as applicable:

Section 24-128. Private roads and easements.

(a) No subdivision plat or plan of development (however designated) shall be approved that provides for a private road, right-of-way, or easement as the means of vehicular access to any lot, and no building permit shall be issued for the construction of any building in a subdivision unless such building is to be located on a lot or parcel of land having frontage on and direct vehicular access to a public street, except as hereinafter provided.

and,

(b)(7) In Comprehensive Design and Mixed Use Zones:

(A) For land in the V-L, V-M, R-L, R-S, R-M, R-U, M-U-I, L-A-C, M-A-C, M-X-C, M-U-TC, and M-X-T Zones, the Planning Board may approve a subdivision (and all attendant plans of development) with private roads to serve attached single-family dwellings, two-family dwellings, and three-family dwellings, but not single-family detached or multifamily dwellings, in accordance with the requirements of Subsections (e) and (f) of Section 27-433 of the Zoning Ordinance, except as hereinafter provided. In all of the above zones, and in the R-R Zone when developed as a cluster subdivision, the Planning Board may approve a subdivision with alleys to serve any permitted use, provided the lot has frontage on and pedestrian access to a public right-of-way. The District Council may disapprove the inclusion of alleys during the consideration of the detailed site plan for a cluster subdivision. For the purposes of this Section, an "alley" shall mean a road providing vehicular access to the rear or side of abutting lots, and which is not intended for general traffic circulation.

(i) The pavement width of private roads may be reduced to not less than a minimum of twenty-two (22) feet when it is determined that the provision of the minimum width is consistent with a safe, efficient, hierarchical street system for a development.

(ii) The pavement width of private alleys shall be not less than eighteen (18) feet when it is determined that the provision of the minimum width is consistent with a safe, efficient, vehicular access to individual lots. Since alleys only provide vehicular access to lots with frontage on a public street, alleys shall not be required to be improved with street trees or curb and gutter, unless a drainage problem has been identified by the Department of Environmental Resources or the Department of Public Works and Transportation.

The use of alleys and private streets are permitted to serve residential uses in certain circumstances and not commercial and retail. Single-family dwellings must have frontage on a public street. The conceptual site plan should indicate if private streets and alleys are proposed, and indicate specific standards to be approved by the Department of Public Works and Transportation. This issue should be vetted prior to the approval of the conceptual site plan. The expectation of adequate parking and circulation has been established with this approval. The applicant is proposing the extensive use of alleys. Based on the concept, a large number of alleys do not provide thru streets.

The site is made up of a combination of record lots and parcels. Sheet 3 of 18 shall be revised to accurately reflect the existing street dedications which have occurred. Specifically, the dedication of Executive Lane recorded in land records in CEC 89@66, unless vacated.

Section 24-107 of the Subdivision Regulations restricts the division of land after 1982 by deed. It appears that there have been several divisions of land after 1982. Prior to signature approval the applicant should review the deeds for the property and ensure that there have been no illegal divisions of land resulting in the creation of additional lots or parcels that have not been included in the development, after 1982.

The disposition and/or integration into the development of Moore's Way and Melwood Road shall be addressed and will be the subject of the review of the preliminary plan. Any existing access easements located on the property must remain unless abandoned.

All of the exhibits contained in the CSP text document shall include the property in its entirety prior to signature approval. The water and sewer plan exhibit does not include all of the properties listed in the title block and boundary exhibit, nor do all the properties appear on the Type I tree conservation plan (TCPI) exhibit. Sheet 13 does not include the entire property in the phasing plan.

Final determination of which streets will be publicly owned and maintained and which streets will be privately owned and maintained will be made at time of approval of a preliminary plan of subdivision. In accordance with the Subdivision Regulations, access for the commercial, multifamily, and single-family detached development will need to be on publicly owned streets unless a variation is granted at the time of preliminary plan. Discussions so far, as formalized in CB-29-2008, have indicated that DPW&T will accept ownership of streets in the Core, but only from curb to curb and without accepting ownership or responsibility for the wide urban sidewalks and streetscaping elements.

CSP-07004-01: Resolutions of approval PGCPB Nos. 09-93 and 09-95, were both adopted by the Planning Board on June 25, 2009 and are valid until June 25, 2015.

Westphalia Center Preliminary Plan 4-08002 was approved for the following:

4-08002	APPROVED
Zone	M-X-T
Use(s)	Mixed Use
Acreage	482.57
Lots	1,352
Outlots	0
Parcels	211
Commercial	
Retail	1,400,000
Office	4,500,000*
Dwelling Units:	
Detached	172
Townhouse	1,287
Attached (misc)	424
Multifamily	2,473
Public Safety Mitigation Fee	No

*Condition 2 of CSP-07004 restricts the amount of office in the Fringe area to 2.2 million

The Moore Property preliminary plan was approved for the following:

4-08018	APPROVED
Zone	M-X-T
Use(s)	Mixed-Use
Acreage	47.70
Lots	375
Parcels	52
Commercial	
Retail	3,000
Dwelling Units:	0
Detached	0
Townhouses	375
Attached (misc)	130
Multifamily	135
Public Safety Mitigation Fee	No

The following are CSP-07004 conditions of approval (15, 16, 24, 25, 30, and 31 of PGCPB Resolution No. 08-189) were proposed to be modified by the applicant as follows:

15. ~~Prior to approval of a detailed site plan for specific buildings, the applicant shall obtain approval of a special-purpose detailed site plan encompassing the entire Westphalia Town Center site to establish~~ R[r]egulating standards for signage and identification of ~~identify~~ appropriate locations for transit stops within the town center shall be made in consultation with DPW&T and WMATA. The first ~~special-purpose~~ detailed site plan for the Town Center Core, Town Center Edge, Fringe Area, or the Village Center each shall ~~also~~ show proposed preliminary designs of the public open spaces within its respective area of the Westphalia Sector Plan ~~the town center~~ and establish a timing plan for the improvement of these public spaces and for the public trail system.

The Moore Property is located in the Edge area of the Town Center. The special-purpose detailed site plan was to coordinate the entire Town Center (Preliminary Plans 4-08018 and 4-08002), with details to be established with each DSP, consistent with the special-purpose detailed site plan. The applicant's proposed revisions to the condition would delete the overall special-purpose detailed site plan and require only "preliminary designs" with the DSP for each area, and provides no trigger for the appropriate locations for transit stops and signage standards.

It is important to note that with the CSP and preliminary plan review, the conceptual details were not available at the time of CSP-07004 approval. The special-purpose detailed site plan allowed the applicant to move forward with the CSP and preliminary plan, based on the special-purpose detailed site plan tool being required.

In order to allow the applicant to move forward, it must have its own special-purpose detailed site plan approved for the Moore Property, with details not "proposed preliminary design."

16. ~~Prior to approval of a special purpose detailed site plan covering the whole site~~, At the time of the first detailed site plan for the Town Center Core, Town Center Edge, Fringe Area, or the Village Center, the following items shall be determined to ensure they will be addressed during review of each incremental detailed site plan submitted subsequently:

    a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637, or propose an alternative road design or location for the public spaces.

    b. Address gateway design themes and concepts.

    c. Define the responsibility for construction and ownership of other public spaces, recreation and open space facilities proposed in the town center.

    d. Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations.

    e. ~~Acknowledge that the transit center will be dedicated to public use~~.

In the applicant's justification, they indicated that many of the elements of the special-purpose detailed site plan are applicable to the Moore Property. In fact, the special-purpose detailed site plan requirement in the original approval of CSP-07004 was to coordinate the entire development. However, a special-purpose detailed site plan could be required for the Moore Property only where elements applicable to both 4-08018 and 4-08002 can be coordinated, by requiring that a second special-purpose detailed site plan is approved for the balance of Westphalia Center unless it can be affirmatively demonstrated to the Planning Board that such inclusion is inappropriate in whole or in part.

The applicant proposed to delete Condition 16(e) above, however, as the DSP is reviewed for the transit site, that information should be required as part of the conceptual site plan. The applicant indicated within the justification that they acknowledge that the transit

center will be dedicated to public use, but does not control that property. Condition 16(e) should remain as a part of the "umbrella" plan for the entire Westphalia property.

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, in accordance with the timing established in the applicable DSP ~~special purpose DSP~~. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the first ~~special-purpose~~ detailed site plan for each mixed-use area (i.e., the Town Center Core, Town Center Edge, Fringe Area, and the Village Center) and developed in accord and in conformance with the design principles for Westphalia Center and the Sector Plan.

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined ~~during the review of the special-purpose~~ detailed site plan review. The review of the Town Center Core detailed site plan shall acknowledge public recreational facilities to be provided in the central park.

Conditions 24, 25, and 30 could be addressed with the first DSP if it is determined appropriate. However, the amount and location of an integrated recreational amenities package was to be the subject of the special-purpose detailed site plan. The recreational package, including bonding and triggers for construction, is necessary prior to final plat.

31. The phasing of residential and commercial uses shall be determined with approval of the Conceptual Site Plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP ~~and to any special purpose DSP.~~

    c. Prior to issuance of permits for the ~~1,400th~~ 1905th dwelling unit, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core.

    b. Attached dwelling units shall be limited to 50 percent of the total dwelling units ~~on the site~~ in Westphalia Center. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in attached units exceeding 50 percent of the total of all dwelling units for which permits have been issued. The

Moore Property is exempt from this condition and its unit mix shall be excluded from calculations made in satisfaction of this condition in the remainder of Westphalia Center.

The applicant appears to be establishing a trigger for conformance as being "construction shall be construed to mean that the buildings are built and ready for occupancy except for tenant specific fit-out improvement." Concurrently, triggers are required prior to building permit. Building permits include an occupancy component. The applicant is asking to require a permit process which is not consistent with normal permitting practices and not under the jurisdiction of M-NCPPC, but Prince George's County Department of Environmental Resources (DER), by separating occupancy from building permits.

There does not appear to be a trigger for the construction of retail on the Moore Property with the applicant's proposal, and should be addressed with this application. The Transportation Planning Section should provide comments regarding conditions of approval relating to transportation phasing.

With respect to preliminary plan conformance, the Subdivision Review staff offered the following:

The applicant proposes to revise the concept plan which could have implications to the Westphalia Preliminary Plan, 4-08008. The applicant should provide an analysis of the impact that the removal of the special-purpose detailed site plan could have on the conditions of approval for both the Moore Property and Westphalia preliminary plan conditions.

The resolution of approval (PGCPB No. 09-95) of the preliminary plan for the Moore Property (4-08018) contains two conditions which specifically relate to the special-purpose detailed site plan (*emphasis added*):

10. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities *to be determined during the review of the special-purpose detailed site plan.* Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package. Or as modified by any subsequent revisions to CSP-7004.

17. In conformance with the adopted Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees *shall provide the following with triggers for construction to be determined with the special-purpose detailed site plan:*

a. Construct the master plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the extent practical and will cross the Westphalia Center, Moore Property, and Smith property applications.

b. Pedestrian safety features, traffic calming, and pedestrian amenities will be evaluated at the time of each DSP.

c. Provide six-foot-wide sidewalks and designated bike lanes along MC-637 as approved on the street sections for CSP-07004.

d. Standard sidewalks shall be provided along both sides of all internal roads (excluding alleys), unless modified by DPW&T.

e. Each DSP shall be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

f. Each DSP shall identify the locations of all of the public trail easements to ensure that they are identified on the final plat(s).

Condition 40 of this approval states that these conditions shall not be construed to permit separate special-purpose detailed site plans for the Moore Property and the balance of Westphalia Center.

The resolution of approval (PGCPB No. 09-93) of the preliminary plan for the Westphalia Property (4-08008) contains six conditions which specifically relate to the special-purpose detailed site plan (*emphasis added*). Conditions 17–19 below are permissive and are not solely tied to the special-purpose detailed site plan.

11. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities *to be determined during the review of the special-purpose detailed site plan.* Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package. Or as modified by any subsequent revisions to CSP-7004.

17. The applicant and the applicant's heirs, successors and/or assignees shall dedicate Parcel 25 to the Board of Education at the time of dedication of any public rights-of-way abutting Parcel 25*, or as determined at the time of approval of the special-purpose site plan.*

18. The applicant and the applicant's heirs, successors and/or assignees shall dedicate Lot 7 to Prince George's County for the construction of a fire/EMS

station at the time of dedication of Parcel 25 to the Board of Education*, or as determined at the time of approval of the special-purpose site plan, unless otherwise determined by the District Council or Planning Board.*

19. The applicant and the applicant's heirs, successors and/or assignees shall dedicate the transit station (to be labeled on the preliminary plan) to public use, and shall be a minimum of four acres. Dedication shall occur at the time of dedication of any public rights-of-way abutting the site *or as determined at the time of approval of the special-purpose site plan.* The transit station parcel shall have frontage on and the ability for direct access to a public street. The creation of the addition parcel is anticipated by this condition.

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following*, with triggers for construction to be determined with the special purpose detailed site plan:*

a. Construct the master plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the extent practical and will cross the Westphalia Center, Moore Property, and Smith Property applications.

b. Construct the master plan trail along the subject site's entire segment of Back Branch on the alignment proposed by the applicant on the Trail Alignment Exhibit. The stream valley trail shall be completed in phase with the completion of the associated proposed roadways and the stormwater management pond. If some or all of Private Road QQ is eliminated (per discussion with the applicant and EPS), the master plan trail shall still be constructed on or near the same alignment as envisioned in the sector plan.

c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of DSP.

d. Pedestrian safety features, traffic calming, and pedestrian amenities will be evaluated at the time of each DSP.

e. The approved Westphalia sector plan recommends that Melwood Road be designated as a Class III bikeway with appropriate signage. Because Melwood Road is a County right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $1,260 to the Department of Public Works

and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. Any appropriate safety improvements necessary along this County OP minimal maintenance road will be determined by DPW&T and should accommodate bicycle movement.

f. Provide minimum ten-foot-wide sidewalks along both sides of the town center boulevard.

g. Mark and label the six-foot-wide sidewalks on the urban residential road 70-foot right-of-way.

h. In areas of landscaping and street furniture, a clear horizontal sidewalk space of eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center Core. The optional zone may be reduced to 28 feet in order to accommodate this change.

i. Provide minimum ten-foot-wide sidewalks (clear pedestrian zones) along both sides of the town center boulevard. The optional zone for the town center boulevard may be reduced to 26 feet.

j. Modify the width of the "urban sidewalks" included on the north-south urban mixed use roads to be a minimum of eight feet. The optional zone for the north-south urban mixed use roads may be reduced to 28 feet.

k. Provide minimum sidewalks of six feet along both sides of MC-632 as approved on the street sections for CSP-07004.

l. Provide six-foot-wide sidewalks and designated bike lanes along MC-637 as approved on the street sections for CSP-07004.

m. Standard sidewalks shall be provided along both sides of all internal roads (excluding alleys), unless modified by DPW&T.

n. Each DSP shall be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

o. Each DSP shall identify the limits of the public use easements to ensure that the easements are reflected on the final plat(s).

50. ***Prior to approval of a special purpose detailed site plan*, proposed Parcel T-1 shall be evaluated to determine the adequacy of accessibility, safety, and if traffic controls are needed for the circular public space (park) within public road MC-637 (Dower House Road), or an alternative road design or location for the public spaces shall be approved. This study may affect the proposed road design and lot patterns in this area.**

The requirement for the special-purpose detailed site plan is a condition of the CSP and not required by the preliminary plan. The preliminary plan only recognizes that requirement. If it is determined to be appropriate to remove the requirement for the special-purpose detailed site plan, the CSP should clearly indicate that any subsequent approvals which contain the requirement for a special-purpose detailed site plan are modified by the revision to the CSP, and specifically referring to the preliminary plan of subdivision conditions. The elements of the conditions are not to be removed, only the timing of when they are to be addressed.

The impact of the CSP revision on transportation phasing contained in the conceptual and preliminary plans of subdivision should be evaluated by the Transportation Planning Section.

Subdivision-related concerns have been addressed by Condition 40 of this approval which states that these conditions shall not be construed to permit separate special-purpose detailed site plans for the Moore Property and the balance of Westphalia Center.

f. **Trails—CSP-07004:** The subject application covers 530.27 acres of proposed mixed-use development in the Westphalia planning area. The 2002 General Plan designates MD 4 as a corridor and also identifies a community center north of MD 4 in the vicinity of the subject site. The site is adjacent to the proposed Smith Home Farms and Woodside Village developments, as well as the existing Presidential Corporate Center. Master plan trails issues that impact the subject application include the following:

Back Branch Stream Valley Trail
Cabin Branch Stream Valley Trail
Melwood Legacy Trail/Bikeway
Presidential Parkway (MC-634 and A-66) Sidepath/Wide Sidewalk
MC-632 Wide Sidewalk and Designated Bike Lanes
MC-637 Bikeway Corridor
C-636 Bikeway Corridor

The stream valley trails shall be constructed in conformance with the Department of Parks and Recreation (DPR) guidelines and standards. The location of both trails will be determined by DPR. Segments of the Cabin Branch Trail may be on adjacent developments, if determined appropriate by DPR.

Master-planned roadways A-66, MC-634, MC-632, and MC-637 reflect designated bike lanes and six-foot-wide sidewalks on the submitted plans. The sidewalk along the north side of both A-66 and MC-634 be widened to eight feet in order to accommodate the master plan trail. Master-planned roadway C-636 includes six-foot-wide sidewalks along both sides. Bikeway signage to designate the bikeway along this residential road shall be installed. Also sidewalks along MC-632 shall be widened from six feet to eight feet in width. Master-planned roadway MC-632 is a major north-south corridor through the town center and is also designated as a master plan trail corridor.

The subject site is adjacent to approximately 6,500 linear feet of Melwood Road. The approved 2007 Westphalia sector plan includes the following recommendation regarding the utilization of this road as a trail/bikeway corridor:

> Melwood Road Greenway Trail: Preserve segments of the road with a green buffer on either side as an integral part of the community's trail and greenway network. The preserved segments should be incorporated into a north/south multipurpose path that winds through the center of the community. Sections of the trail that are not wooded and outside of the PMA may be realigned to parallel new streets, through parks, along lakes, etc., as needed to achieve the desired result. The path should extend from Old Marlboro Pike to the central park and up to the intersection of D'Arcy and Westphalia Roads. It could feature a trailhead at Old Marlboro Pike on a section of unused right-of-way for the planned improvements to A-37 (Westphalia Road). Where Melwood Road provides access to pre-existing homes it may be retained as privately maintained ingress-egress easements or County OP codes at the discretion of the County. Access will be provided to the nearest publicly maintained road. Access points should be located to discourage through vehicular traffic. (Sector Plan, p. 28)

The entire portion of Melwood Road that abuts the subject site provides access to pre-existing homes and therefore will be maintained for ingress-egress to these lots. In keeping with the recommendation of the sector plan, bikeway signage shall be provided along the site's segment of the roadway. To the north of the subject application, the Melwood Legacy Trail will be accommodated with a sidepath parallel to MC-632. The Smith Home Farms development will also preserve a segment of the road as a trail corridor within an open space greenway.

SIDEWALK CONNECTIVITY

The sidewalk network is a crucial component of providing a walkable town center. Roads should be designed to accommodate bicyclists, pedestrians, and Americans with Disabilities Act (ADA) users, in addition to automobiles. A comprehensive network of sidewalks can ensure that nonmotorized access is possible throughout the subject site and surrounding developments. The subject development includes detailed road cross sections that incorporate facilities for pedestrians and bicyclists. Standard or wide sidewalks are provided along all roads. Designated bike lanes are also included with some cross sections.

Designated bike lanes are included on road cross sections for urban major collector roads (MC-632, 634, and 637), urban arterial roads (A-52 and A-66), urban major collector road, residential (MC-637 (Residential)).

Six-foot-wide sidewalks are included along urban mixed-use roads, urban residential roads, internal circulation roads, and most of the urban primary residential roadways.

The "typical alley" is the only proposed road cross section that does not include accommodations for pedestrians or bicyclists. Sidewalks are included along all other roads and, in some cases, extensive streetscape improvements are included. The sidewalk network is comprehensive and will complement the master plan trails proposed for the site. A few roadways shall include wider sidewalks than what is currently shown on the subject application due to density or master plan trail recommendations.

The approved Westphalia sector plan designates MC-634, MC-637, MC-632, C-636, and A-66 as bikeway corridors. Master-planned roadways MC-634 and A-66 are continuations of Presidential Parkway, which exists to the west of the subject site. Existing Presidential Parkway includes an eight-foot-wide, asphalt sidepath along its northern edge, to the west of Westphalia Center, which shall be continued onto the subject site along both MC-634 and A-66.

The existing sidepath along Presidential Parkway shall be continued along the subject site's entire frontage of MC-634. This trail can be implemented as a wide sidewalk if necessary due to urban design considerations.

The sidewalk facility along the 70-foot right-of-way for urban residential roads shall be labeled.

The width of the "urban sidewalks" included on the 42-foot and 62-foot urban mixed-use rights-of-way should be clarified. In areas of landscaping and street furniture, a clear space of at least eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center core. Along the town center boulevard, sidewalks should be at least ten feet wide to accommodate large amounts of pedestrian movement along this major corridor through the town center core.

The sector plan also designates C-636 as a master plan bikeway corridor. C-636 reflects six-foot-wide sidewalks along both sides. Bikeway signage shall also be provided.

The 2007 approved Westphalia sector plan also recommends a trail connection between the headwaters of the Back Branch and Cabin Branch stream valley trails. This connection will provide for the longer, loop-trail opportunities envisioned in the plan, as well as direct trail connections to the future transit center and A-52. This trail connection shall be included in the subject development, with the exact alignment and nature of the

connection to be determined at later phases of review. In some areas, this connection may be accommodated via sidewalk connections.

If the roadways are not accepted by DPW&T as part of the public road network, the extensive sidewalk and bicycle facilities will not be accessible to the public as part of the larger, countywide trail network. This issue should be explored in more detail. As much of the pedestrian and trail network as possible should be open and accessible to the public. Since DPW&T would not maintain the pedestrian zone/streetscape, public use easements for the sidewalks were recommended at the time of preliminary plan.

Pedestrian safety features will be an important component of the street network. Curb bumpouts, decorative crosswalks, raised crosswalks, pedestrian safety features, pedestrian refuges, and pedestrian amenities shall be considered at the time of detailed site plan.

The road cross sections shown on the submitted circulation plan. Standard or wide sidewalks are included along all roadways and designated bike lanes are provided throughout the town center. However, the applicant should work with DPW&T to make as much of the road network public as possible through the detailed site plan process.

CSP-07004-01: The Planning Board makes the following findings regarding the trails-related issues raised by the subject revisions to conditions:

Condition 15—The trails, bicycle, and pedestrian conditions of the approved preliminary plan for the Moore Property are not affected by these changes. The design, timing, and maintenance of the trails on the Moore Property can be determined at the time of detailed site plan for the Moore Property.

Condition 16—The trails, bicycle, and pedestrian conditions of the approved preliminary plan for the Moore Property are not affected by these proposed changes. However, the construction, ownership, and maintenance of the trails and streetscapes will have to be addressed at the time of detailed site plan for the Moore Property. Decisions regarding these issues will have to be done so that the continuity and accessibility of the trail and pedestrian network is not impacted and the vision for a continuous, accessible pedestrian network in the town center is not impaired.

Condition 24—The approved trail and streetscape improvements can be addressed in this manner for the Moore Property.

Condition 25—The trails, bicycle, and pedestrian conditions of the approved preliminary plan for the Moore Property are not affected by these proposed changes.

Condition 30—The private HOA (homeowners association) trails and other private recreational facilities can be addressed in this manner.

Condition 31—The trails, bicycle, and pedestrian conditions of the approved preliminary plan for the Moore Property are not affected by these proposed changes.

In conclusion, the proposed revisions contained in the subject application do not impact the previously approved requirements for trails, bikeways, and pedestrian improvements on the Moore Property or the surrounding Westphalia Center. The previously approved requirements of the preliminary plan are still applicable. Issues related to the construction, ownership, and maintenance of the trails and streetscapes will be addressed at the time of the appropriate detailed site plan.

g. **Parks and Recreation—CSP-07004:** The plan has been reviewed in accordance with the recommendations of the *Approved Prince George's County General Plan*, the 2007 Approved Westphalia Sector Plan and Sectional Map Amendment for Planning Area 78, the Land Preservation and Recreational Program for Prince George's County, current Zoning and Subdivision Regulations, and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.

The town center is adjacent to the Smith Home Farm project to the north. The Cabin Branch Stream Valley will provide stream valley pedestrian and hiker/biker trail connection from the town center to the future Westphalia central park.

The applicant's proposal includes 150–200 single-family homes, 1,650–1,850 townhouses and 2,350–3,100 multifamily residential dwelling units. Using current occupancy statistics for single-family and multifamily dwelling units, one would anticipate that the proposed development would result in a population between 11,440 and 14,215 residents in this new community.

The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment developed design principles for the Westphalia Town Center to promote the development of quality public spaces such as:

- Design a minimum of one public space in a prominent and centralized location of the town center core at a minimum of three acres in size.

- Develop numerous smaller public spaces such as plazas, courtyards, and green spaces of approximately one-quarter to one-half acre in size.

- Develop in a way that promotes walking and transit use and provide high levels of pedestrian accommodation, safety, and amenity.

The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment indicates that these squares, plazas, etc. shall be privately owned and maintained spaces designed and programmed to host community events.

The development includes: four circular urban parks, green spaces/plazas, boulevards, and pocket parks and the construction of two privately operated and maintained community centers in the residential portion of the development, located on the edge of the town center.

The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment introduced the concept of a "Central Park," a single major recreational complex to serve the entire Westphalia area. The Westphalia central park will be located 1,100 feet north from the northern boundary of this project. The central park will be accessible to the residents of the town center through a system of roads and pedestrian and hiker/biker trails. A large urban park will serve as a unifying community destination and amenity for the entire Westphalia sector plan area. The sector plan recommends developing the central park with the following recreational amenities: a recreational lake or other water feature, active and passive recreational facilities, lawn areas and bandstands suitable for public events, a trail system, group picnic areas, and tennis facilities.

The developers of the Smith Home Farm and Woodside Village projects developed the comprehensive concept plan for the central park. The comprehensive concept plan was prepared by a qualified urban park design consultant working in cooperation with a design team from DPR and the Urban Design Section.

Westphalia Central Park Concept Plan
The Westphalia central park comprises 174 acres of open space. The Westphalia Central Park Concept Plan shows a large 34-acre lake and surrounding recreational facilities with a waterfront activities center, restaurants, open play areas, an amphitheater for large public events, a recreational center, tennis center, an adventure playground, ball fields, group picnic areas, an extensive trail network providing recreational opportunities, and a pedestrian connection to the town center and surrounding residential development.

Subdivision Regulations, Section 24-134, Mandatory Dedication of Parkland
The Planning Board has evaluated the CSP-07004 application for conformance with the Subdivision Regulations to determine the possible impact of the mandatory dedication requirement on the Westphalia Center site plan. The Planning Board found that approximately 257 acres of the 530-acre site include a residential component and may be subject to the mandatory dedication of 38.5 acres of open space.

The Westphalia sector plan goals, policies, and strategies related to park and recreational issues are:

- Create public and private parks, open space, and recreational facilities sufficient to meet the needs of the current and future residents of the Westphalia sector plan area.

- Create a park system consisting of 1,850 acres of public and private parks and green spaces.

- Ensure development of the parks system that result in central green spaces which serve to unite the Westphalia community and its surrounding neighborhoods.

- Designate the Westphalia central park and Cabin Branch greenway as community focus areas. These parks should become a regional draw and icon for Westphalia.

- Ensure major development projects are adequately integrated into the implementation of the sector plan parks system recommendations.

- Ensure the proper financing, construction, and maintenance of the proposed park system.

- Develop and finalize a comprehensive public facilities plan that includes detailed recommendations for the financing mechanisms, phasing, construction, and maintenance of the proposed park facilities.

Amendment 8 of the adopted Westphalia sector plan, Council Resolution CR-2-2007, states:

> Revise the adopted plan parks and recreation element text to:
>
> - Add text to Policy 3, under the strategy describing the Westphalia Central Park (p. 38) as follows:
>
> - Add a new paragraph that states: Form a multi-agency public/private work group to implement the vision for the Westphalia Central Park on an expedited basis.
>
> - Revise the plan text to specify that a parks fee of $3,500 per new dwelling unit (in 2006 dollars) is required to construct the public parks facilities recommended for the sector plan area.

The 2007 Approved Westphalia Sector Plan and Sectional Map Amendment anticipated that major recreational needs of the residents of the town center will be addressed by contribution of the funds for the development of the 174-acre “Central Park,” a single major recreational complex to serve the entire Westphalia area.

The applicant should provide on-site, privately-maintained recreational facilities throughout the town center core including four circular urban parks, green spaces/plazas, boulevards and pocket parks, and make a monetary contribution in the amount of $3,500 per dwelling unit in 2006 dollars into a “park club” for the design, construction, and maintenance of the recreational facilities in the central park and other parks that will serve the Westphalia area.

CSP-07004-01: The Parks and Recreation issues connected with the Westphalia Center project are unchanged by the subject proposed revisions to conditions.

h. **Environmental—CSP-07004:**

Background
The Planning Board has no record of any previous applications for this property. The current application is for residential, retail, and office development in the M-X-T Zone.

During the review of this application, the delineation of the regulated site features with the Maryland Department of the Environment (MDE), the U.S. Army Corps of Engineers, and the applicant's consultants were coordinated. This time was well spent because the delineation of the streams on-site was finalized. The delineation of some of the wetlands on the site had not been finalized because MDE has not provided their opinion of the wetlands on-site. The applicant was asked for, as part of the review of the natural resources inventory (NRI), an update to the wetlands delineation. The NRI was a required submittal item for acceptance of the preliminary plan.

Site Description
This 530.04-acre site in the M-X-T X Zone is located on the north side of Pennsylvania Avenue (MD 4), to the west of Old Marlboro Pike, and bordered by Melwood Road to the north. A review of approved NRI/094/06 indicates that streams, 100-year floodplain, wetlands, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. There are 158 specimen trees located on-site. The site is adjacent to Pennsylvania Avenue (MD 4), which is a source of traffic-generated noise. It is also located in close proximity to Andrews Air Force Base, a source of aviation-generated noise. According to the *Prince George's County Soil Survey*, the soils found on-site are in the Adelphia, Bibb, Collington, Marr, Matapeake, Sassafras, Shrewsbury, Westphalia, and Woodstown series. According to available information, Marlboro clay does not occur on this property, but occurs just north of the site. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or adjacent to this property. Habitat for forest interior dwelling species does exist on-site. Melwood Road is a designated historic road, located to the east and north of the subject site. This site is located in the Western Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the General Plan.

Master Plan Conformance
The current master plan for this area is the 2007 Westphalia Approved Master Plan and Sectional Map Amendment and in it, the Environmental Infrastructure Section contains goals, policies, and strategies. The following guidelines are applicable to the subject project. The text in BOLD is text from the master plan and the plain text provides comments on plan conformance.

Policy 1. Protect, preserve, and enhance the identified green infrastructure network within the Westphalia sector planning area.

Strategies:

1. Use the sector plan designated green infrastructure network to identify opportunities for environmental preservation and restoration during the review of land development proposals.

According to the *Approved Countywide Green Infrastructure Plan*, there are regulated areas, evaluation areas, and network gaps that encompass most of the property. The proposed woodland conservation areas are located in regulated and evaluation areas.

As noted below, some regulated streams are proposed to be eliminated on the site for the construction of buildings. Some of the road crossings shown are not necessary to the overall development. The conditions of this approval address conformance with this provision of the master plan.

2. Preserve 480 or more acres of primary management area (PMA) as open space within the developing areas.

Preservation of the primary management area (PMA) will be addressed in the Environmental Review section below.

3. Place preserved sensitive environmental features within the park and open space networks to the fullest extent possible.

No identified park or open space areas are proposed for the subject site. It appears that an open amphitheater is proposed on the western part of the site. The comments below seek to expand on this open space area to create the "gateway" to the town center.

4. Protect primary corridors (Cabin Branch) during the review of land development proposals to ensure the highest level of preservation and restoration possible. Protect secondary corridors (Back Branch, Turkey Branch, and the PEPCO right-of-way) to restore and enhance environmental features, habitat, and important connections.

The original CSP application contained elements of primary management areas associated with Cabin Branch, a designated primary corridor. There are various areas of proposed road crossings and sewer line connections that will impact Cabin Branch on-site, some of which are necessary and some which are not necessary for construction as noted below. Details on

protecting the Cabin Branch primary corridor are discussed below in the Environmental Review section.

5. Limit overall impacts to the primary management area to those necessary for infrastructure improvements, such as road crossings and utility installations.

The initially submitted plans were not in conformance with this strategy. The proposed impacts to the primary management areas are more than necessary for development. These issues are discussed in more detail in the Environmental Review section below.

6. Evaluate and coordinate development within the vicinity of primary and secondary corridors to reduce the number and location of primary management area impacts.

Cabin Branch is a designated primary corridor in the master plan and the streams on-site are tributaries to this stream. Prior to the initial submission of the CSP application, the development of the overall roadway network was discussed in detail and the major road crossings were placed at optimal locations to reduce impacts. The roadways shown are not in complete conformance with this overall plan, in particular the road crossing identified as Area 3 below. There are also several road crossings that were not part of that analysis that are shown on the plans. Some of these roads result in impacts to the primary management areas that were not anticipated in the previous design. The proposed impacts are discussed in more detail in the Environmental Review section below and are modified by conditions of this approval.

7. Develop flexible design techniques to maximize preservation of environmentally sensitive areas.

Council Bill CB-29-2008 addresses some flexibility to county design standards with regard to building placement, etc. and the text provided with the CSP alludes to flexible design standards, but no statement is provided regarding what these standards are.

A condition of this approval requires further definition and inclusion of flexible design standards.

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

Strategies:

1. Remove agricultural uses along streams and establish wooded stream buffers where they do not currently exist.

The site contains some minor areas of agricultural uses, mainly in the northwestern quadrant of the town center. The stream system associated with the previous agricultural uses does not currently have a wooded buffer and is proposed to be removed for the construction of buildings and roads. A condition of this approval eliminates these impacts from the current design, unless an alternative design is provided that addresses the water quality functions provided by this existing system. The proposed impacts are discussed in more detail in the Environmental Review section below.

2. Require stream corridor assessments using Maryland Department of Natural Resources protocols and include them with the submission of a natural resource inventory as development is proposed for each site. Add stream corridor assessment data to the countywide catalog of mitigation sites.

A signed NRI was submitted, but it does not include a stream corridor assessment. The signed NRI has since been modified by the applicant to eliminate some of the streams previously shown as regulated. This NRI was further reviewed through the preliminary plan approval process.

The streams on-site are highly degraded from erosion of the highly-erodible soils on-site. A stream corridor assessment is needed to determine where restoration efforts should be focused and whether or not the stream system in its current condition can handle the stormwater runoff proposed. The stormwater management plan should consider the information obtained from the stream corridor assessment as part of the process of designing the overall system because a poorly designed system will continue to degrade the streams on-site and result in the continuation of downstream degradation.

The stream corridor assessment is also needed because there are multiple on-site impacts proposed to regulated features and the mitigation for those impacts should occur on-site where they are most needed.

Stormwater outfalls shall be carefully placed to ensure stream stability. If stream restoration recommendations are appropriate, they shall be included in the report. Streams shall not be piped unless absolutely necessary to address a water quality or water conveyance problem.

3. Coordinate the road network between parcels to limit the need for stream crossings and other environmental impacts. Utilize existing farm crossings where possible.

The subject development shall involve the dedication of rights-of-way for three master-planned roads. At the time of creation of the Westphalia master plan, the general locations of A-66, C-636, and MC-637 were determined for the subject property. As noted above, there are crossings shown that are not all placed in the most sensitive locations. The proposed impacts are discussed in more detail in the Environmental Review section below.

4. Encourage shared public/private stormwater facilities as site amenities.

5. Ensure the use of low-impact development (LID) techniques to the fullest extent possible during the development review process with a focus on the core areas for use with bioretention and underground facilities.

At this time, there is insufficient information to fully address these standards. The CSP shows a variety of stormwater management ponds, all placed adjacent to the PMA. As stated above, a stream corridor assessment is needed to determine if the stream system will be stable enough to handle the influx of runoff. During the review of the preliminary plan, the stormwater management concept proposed was evaluated to ensure that it has been designed to include low impact development techniques as amenities.

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

Strategies:

1. Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.

2. Encourage the use of alternative energy sources such as solar, wind and hydrogen power. Provide public examples of uses of alternative energy sources.

The plan proposes 5,150 residential dwelling units, 1.4 million square feet of retail space, and 4.5 million square feet of office space in nine development areas. This type of development has a substantial "environmental footprint" that includes the consumption of raw materials, the transport of raw and pre-fabricated materials to the site, and the future consumption of energy in the form of oil, gas, and electricity. The use of environmentally sensitive building techniques should be considered as part of this development to improve its sustainability over time and to reduce its overall footprint on the environment.

Policy 4. Plan land uses appropriately to minimize the affects of noise from Andrews Air Force Base and existing and proposed roads of arterial classification and higher.

a. Limit the impacts of aircraft noise on future residential uses through the judicious placement of residential uses.

b. Restrict uses within the noise impact zones of Andrews Air Force Base to industrial and office use.

c. Evaluate development proposals using Phase I noise studies and noise models.

d. Provide for adequate setbacks and/or noise mitigation measures for projects located adjacent to existing and proposed noise generators and roadways of arterial classification or greater.

e. Provide for the use of appropriate attenuation measures when noise issues are identified.

Residential uses have been placed in the portions of the site that are away from the higher noise levels of Andrews Air Force Base. Noise has not been addressed from MD 4 or the planned arterials A-52 and A-66. Noise mitigation is discussed in detail in the Environmental Review Section.

Summary of Master Plan Conformance
Conditions of this approval have brought the CSP into conformance with the master plan.

Conformance with the Countywide Green Infrastructure Plan
The subject property contains extensive regulated, evaluation, and network gap areas. The regulated areas of countywide significance, as reflected on the green infrastructure network, do not include all of the regulated areas on the site. There are other streams of local significance that warrant protection and consideration during the design stage.

To be in conformance with the Countywide Green Infrastructure Plan, the designated regulated areas must be preserved with impacts limited to those necessary for development. Evaluation areas must be protected on-site as much as possible. Wherever network gaps occur, every effort should be made to reconnect the areas that have become fragmented.

Conditions of this approval have brought the CSP into conformance with the Green Infrastructure Plan.

The following policies support the stated measurable objectives of the Countywide Green Infrastructure Plan:

Policy 1. Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

The 2002 General Plan was amended by the Westphalia sector plan, which calls for a "center" and associated high-density uses on the subject site. The protection of the green infrastructure network and the construction of a dense town center core are not incompatible. The challenge comes in delineating the regulated areas first and then designing around these features. In two places in particular, this concept was not followed: the area of the northwestern "community center" in the middle of a regulated stream and the elimination of 800 linear feet of a channel designated as "Waters of the State" for the construction of office buildings.

There are several other areas of impact that are not necessary to the overall development of the site. These areas include: the placement of the curve north into the site of MC-632 (placed at the intersection of two streams); the provision of the "fringe road" from MC-632 west that then curves north to cross the stream (this results in an additional stream crossing that is not necessary); and the ring roads around the southern portions of the two pods on each side of MC-632, west of the school site (these do not result in direct impacts, but add to the overall percentage of impervious surfaces and do not provide additional benefits). Conditions of this approval enable a finding of conformance with this strategy.

Policy 2. Preserve, protect enhance or restore the green infrastructure network and its ecological functions while supporting the desired development patterns of the 2002 General Plan.

Preservation of water quality in this area will be provided through the protection of the expanded stream buffers and the application of best stormwater management practices for stormwater management. Low-impact development stormwater management methods should be applied on this site, to the fullest extent possible.

Policy 3. Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

Conditions of this approval bring the TCPI into conformance with the requirements of the Woodland Conservation Ordinance and the Countywide Green Infrastructure Plan.

Summary of Conformance with the Countywide Green Infrastructure Plan
The plans as conditioned are in conformance with the functional master plan. By addressing the conditions of approval, the revised plans will be in conformance with the Countywide Green Infrastructure Functional Master Plan.

Environmental Review

a. A signed Natural Resources Inventory Plan (NRI/094/06), which included detailed forest stand delineation (FSD), was submitted. The site contains sensitive environmental features such as streams, 100-year floodplain, wetlands, severe slopes, and areas of steep slopes with highly erodible soils. The site also contains 158 specimen trees. Because the FSD portion of the NRI has been reviewed in detail, and the FSD meets the submittal requirement for this application type, no additional FSD or NRI information is required.

The FSD report describes this site as containing eight different forest stands, for a total of 440.87 acres of woodland on-site. The dominant trees on-site are tulip poplar, red maple, sweetgum, beech, and Virginia pine. Stand A is a 108.22-acre stand of mixed early succession and immature hardwoods, including tulip poplar, sweetgum, and red maple. This stand was selectively harvested approximately five years ago. Stand B is a 212.93-acre stand of immature mixed hardwoods, also dominated by tulip poplar, sweetgum, and red maple. There is evidence of selective harvest in recent years. Stand C is an 8.73-acre stand of immature conifer dominated by Virginia pine. No logging activities appear to have occurred within this stand. Stand D is a 19.45-acre stand of early succession hardwoods including sweetgum and tulip poplar. There is no evidence of recent logging activity, and portions of this stand would be classified as interior forest habitat because areas are located more than 300 feet from the nearest forest edge. Stand E is a 5.13-acre stand of early succession conifers dominated by Virginia pine. A small portion of this stand is considered interior forest habitat. Stand F is

a 43.96-acre stand of immature upland hardwoods dominated by hickory, beech, red oak, white oak, and tulip poplar. This stand is a high priority for retention due to its location next to regulated streams, wetlands, and floodplains. There are also portions of the stand classified as forest interior habitat. Stand G is a 25.84-acre stand of mature conifer forest dominated by Virginia pine. There are portions of this stand that are considered interior forest habitat. Stand H is a 16.61-acre stand of mixed hardwood dominated by sweetgum, red maple, black cherry, black locust, and tulip poplar. Portions of this stand are considered interior forest habitat. The total area of the nonforested land on the property is approximately 89.82 acres.

The NRI that has been submitted was approved on October 19, 2006. Due to field work performed on March 18, 2008, additional regulated stream areas were found on-site. In a letter dated March 26, 2008 to McCarthy and Associates, it was requested that these areas be added to the NRI. Mapping detailing the additional streams was included in the letter to McCarthy and Associates. Subsequent to that communication, stream delineation was submitted that eliminated all but the streams regulated by the U.S. Army Corps of Engineers. Because these are not the only streams regulated at state or local levels, this delineation needed to be expanded to include these items.

On September 24, 2008, the applicant's representatives met with MDE to request that they conduct the field visits necessary to determine the regulated site features. They were only able to send a stream expert (and not a wetland expert) and that field visit occurred on October 14, 2008. No one from MDE has visited the site to determine which of the remaining isolated wetlands are under the state's jurisdiction. The applicant was then required to submit additional information to verify whether or not the wetlands previously delineated on the plans are regulated wetlands, per the Corps of Engineer's 1987 delineation manual.

b. As noted above, the site contains extensive areas of Patuxent River primary management areas (PMAs) and some associated and isolated wetlands. Though the full extent of the regulated features on the site had not yet been determined the overall conceptual layout was discussed in terms of impacts to known regulated features at the original hearing.

The following points were made:

There are several areas where the impacts to the PMA are excessive and are not necessary for the development of the site in conformance with the desired development pattern of the sector plan. The following discussion references Staff Exhibit "A" prepared November 24, 2008, that notes the locations of the impact areas being discussed. The pink areas shown on the exhibit are the areas of concern. The orange areas are the areas of impact that are considered appropriate.

Area 1: This area is identified as the northwestern “community center” which is proposed to be built in the middle of a regulated stream. The stream is shown on the plans and the impacts include the community center building, several roads, and some townhouses. Another nearby stream segment is also impacted.

During the discussions with the applicant’s engineer, the question was asked whether a concept that showed a stormwater management pond in this location might be acceptable. Buildings and roads were never discussed. It was indicated that a pond in this location with the caveat that the pond would have to be designed as an amenity with extensive landscaping and community access might be acceptable. That design, however, had not been submitted as of the public hearing on this case.

The design concept also created additional impacts off-site by setting road connections that would have to be followed on adjacent sites.

It was felt that the design should be revised to eliminate the extensive impacts to this 700-foot-long stream segment.

Area 2: This impact is located north of the interchange of Suitland Parkway and MD 4. It is understood that the interchange must be in the location shown; however, the plan shows the elimination of 800 linear feet of a channel designated as “Waters of the State” for the construction of office buildings. The stream is over 1,200 feet long on the subject property and approximately 400 linear feet of disturbance is needed for road crossings that are not disputed. The remaining stream segments, while fragmented, still have value.

In addition to the need to preserve the stream segments to be in conformance with the Green Infrastructure Plan, the preservation of the streams and associated woodlands in this area would provide a natural break from the more office-related uses to the west and the town center itself. This natural area will also provide a gateway from the west into the town center and would provide a logical extension to the amphitheater area to the north. The preservation of this area is critical to the overall health of the stream system itself.

The design shall be revised to eliminate the extensive impacts to this 1,200-foot-long stream segment. The impacts should be reduced to those necessary for the two stream crossings.

Area 3: Where MC-632 curves to enter the site, there is an intersection of two streams. This road could easily be shortened to bring it onto the site in a place where the impacts will be reduced, preferably to the east.

The design shall be revised to eliminate the extensive impacts to the two stream systems in this location.

Area 4: The plans show the provision of a "fringe road" from MC-632 west that then curves north to cross the stream. This design results in an additional stream crossing that is not necessary because there is another road crossing just to the east and there are two ways in and out of this portion of the site. A third access point is not necessary.

The design in this location shall be revised to eliminate the additional stream crossing.

Area 5: To the west of the school site, the plan shows two ring roads around the southern portions of the two pods on each side of MC-632. These are single-loaded roads that do not result in direct impacts, but add to the overall percentage of impervious surfaces and the amount of grading necessary for construction. These two roads do not provide additional benefits to the design.

The layout of this area shall be redesigned and the two ring roads should be eliminated.

Area 6: To the east of Area 3 an impact is proposed for a small scale road to connect two large surface parking lots. If this road was moved to the south, it would avoid the PMA impact altogether.

Area 7: To the east of Area 5 and north of Area 6, on the north side of the major stream system that runs east to west through the property, there are multiple small impacts whose purpose is not shown. At the submitted scale of one inch equals 200 feet, it is impossible to discern exactly what areas are being proposed for impact. Except for necessary utilities to serve the development that cannot be placed outside the PMA, these impacts have been eliminated by a condition of this approval.

Area 8: This area is located in the northeast corner of the site. Because the TCPI does not show any proposed grading or the stormwater management ponds that are shown on the conceptual plans, it is not possible to discern the magnitude or purpose of these impacts. Impacts to the PMA for stormwater management outfall is appropriate, impacts for the grading or construction of the stormwater management pond are not appropriate.

c. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. A Type I tree conservation plan has been submitted.

This 530.04-acre property contains a total of 419.96 acres of woodland outside the floodplain and 20.26 acres inside the floodplain according to the TCPI submitted October 30, 2008. The woodland conservation threshold has been correctly calculated as 76.15 acres. As currently shown, the areas of clearing result in a total requirement of 223.97 acres. The plan proposes to meet the requirement by providing 21.63 acres of woodland preservation, 28.35 acres afforestation/reforestation, and 173.99 acres of fee-in-lieu.

The TCPI was provided on one sheet at a scale of one inch equals 200 feet. At this scale, it is impossible to determine if the woodland conservation areas are shown correctly. In addition, the TCPI has no limits of disturbance. Without plans at a finer scale, it is not possible to make conclusive comments on the plans submitted; however, at the request of the Environmental Planning Section, the plans contain the following note:

> "This plan is conceptual and depicts the general layout of uses proposed. At time of preliminary plan, the signed NRI was used to delineate the regulated areas on all plan submitted for review. Proposed impacts to the regulated areas were evaluated as part of the preliminary plan review process."

As conditioned, the TCPI for the Conceptual Site Plan is acceptable.

One concept shown on the plan is of concern. The reforestation areas appear to encompass every piece of open space on the site, which is ambitious and not realistic. During the review of the preliminary plan, the reforestation areas were reviewed to determine which are feasible and which are not, given the placement of utilities, sight distance issues, aesthetic concerns, etc. The following note must be added to the TCPI:

> "The afforestation/reforestation areas on this plan will be reviewed in more detail during the preliminary plan review and review of the future TCPI and TCPII. Afforestation and reforestation areas must be placed so as to provide open space, locations for utilities, sight distance, and to address aesthetic concerns throughout the site."

d. The plan shows an excessive amount of fee-in-lieu being used to meet the woodland conservation requirement. Council Bill CB-29-2008 allows for the use of fee-in-lieu, just as any site is allowed to use fee-in-lieu, after exhausting all other woodland conservation options.

Council Bill CB-29-2008 states: "(B) For Regional Urban Community developments in the M-X-T Zone, the woodland conservation and afforestation thresholds shall be fifteen percent (15%) with no requirement for on-site mitigation. A fee-in-lieu of $0.30 per square foot shall be required."

As written, this passage allows the fee-in-lieu to be provided at a rate of $0.30 per square foot, if this option is used. This provision was added because draft legislation has been prepared that proposes an increase in the fee-in-lieu.

A justification for skipping over all the other mitigation methods that come before fee-in-lieu has not been provided. The other priorities are:

- preservation on-site
- areas preserved with selective clearing to improve the forest
- on-site afforestation/reforestation
- landscaping
- off-site afforestation/reforestation
- off-site woodland conservation through preservation

Fee-in-lieu can only be considered when all other options have been exhausted.

e. This property is located adjacent to MD 4 and portions are within the noise contours of Andrews Air Force Base (AAFB). The plan proposes the construction of two arterial roadways, A-52 and A-66. Roadways of arterial classification and greater generate traffic levels and resultant noise levels that are above the state standard of 65 dBA Ldn for residential uses.

A Phase I noise study was not submitted with the CSP application and it does not appear that noise issues have been addressed, except that the residential uses are planned to be constructed in areas outside the highest noise contours of AAFB.

f. The soils found to occur on this property are in the Adelphia, Bibb, Chillum, Collington, gravel and borrow pits, Matapeake, Sandy land steep, Sassafras, Shrewsbury, Westphalia, and Woodstown. Many of these soils have limitations, but they are generally well drained making them appropriate for infiltration methods of stormwater management.

This information is provided for the applicant's benefit. No further action is needed as it relates to this conceptual site plan. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

g. The site has a Stormwater Management Concept Approval Letter (44782-2007-00) and is referenced in the CSP text as being provided in the appendix.

The conceptual layout shows only two stormwater management ponds to handle over 400 acres of primarily impervious surfaces and some underground facilities to handle water quality requirements. Based on the existing drainage area map

(Sheet 17), there should be many more facilities to handle both the volume of runoff and the quality of the runoff. Council Bill CB-29-2008 allows for the use of "innovative" stormwater techniques. A pipe-and-pond design is not considered an "innovative" technique.

This is an ideal site for infiltration in the areas where the elevation permits direct infiltration and infiltration with drainage systems elsewhere. As part of the overall beautification of this site and to show aesthetically its prominence in the region, bioretention areas are recommended throughout the site. This will increase the overall tree canopy coverage, reduce the overall runoff, and enhance the quality of the runoff. This will also bring the site into conformance with the new state stormwater regulations which require the use of environmentally-sensitive designs.

Conditions below require further review of the concept plan and associated letter.

CSP-07004-01: The proposed revisions to Conditions 15, 16, 24, 25, 30, and 31 will not change the intent of the previous approvals with regard to environmental conditions. All other conditions of the previous CSP approval should be carried forward; however, additional TCPI conditions are necessary to address timing and phasing issues as well as general plan revisions that are needed based on the TCPI plan received as part of the CSP revision application. These conditions have been made a part of this approval.

i. **Fire/EMS Department—CSP-07004-01:** In comments dated May 10, 2010, the Prince George's County Fire/EMS Department offered information regarding needed accessibility, private road design, and the location and performance of fire hydrants.

j. **Department of Public Works and Transportation (DPW&T)—CSP-07004-01:** In a memorandum dated March 30, 2010, DPW&T stated that they had no objections to the proposed revisions to Conditions 15, 16, 24, 25, 30, and 31 of approved Conceptual Site Plan CSP-07004.

k. **Maryland State Highway Administration (SHA)—CSP-07004-01:** In undated comments received from SHA, a representative stated that they had no objections to the proposed revisions to conditions.

l. **Washington Suburban Sanitary Commission (WSSC)—CSP-07004-01:** At the time of this writing, staff has not received referral comments from WSSC.

m. **Verizon—CSP-07004-01:** In an email dated April 12, 2010, a representative of Verizon stated that the location of the public utility easement should be established and placement of utilities coordinated between all providers at the time of preliminary plan of subdivision. The representative was specifically concerned about how this would be accomplished because the Moore Property is not accessed by a public right-of-way and it is questionable how all utilities will be able to be provided to the subject development.

n. **Potomac Electric Power Company (PEPCO)—CSP-07004-01:** At the time of this writing, PEPCO has not provided staff with referral comments.

o. **Westphalia Sector Development Review Advisory Council (WSDRAC)—CSP-07004-01:** In comments dated May 6, 2010, the Westphalia Sector Development Review Council expressed their unanimous opposition to revisions to Conditions 15, 16, 24, 25, 30, and 31. Further, they stated their strong support for the previously approved plan (Conceptual Site Plan CSP-07004).

p. **Washington Metropolitan Area Transit Authority (WMATA)—CSP-07004:** In a letter dated June 4, 2008 (Washington to Parker), the Washington Metropolitan Area Transit Authority (WMATA) commented on the creation of a transit-ready community to support bus operations and possible future rail transit. The letter emphasizes the need to create a comprehensive pedestrian network and allow adequate space for the provision of bus stops and services within the design. The letter notes specific design constraints such as the size of bus station areas and the desirability of providing bus layover areas within the transit center parcel.

The CSP does provide for a comprehensive pedestrian network throughout the site. The design guidelines in the CSP text will not provide for the fine detail of pedestrian- and bus-friendly streetscape design which will need to be reviewed in more detail with the detailed site plans.

The appropriate party to take ownership of the transit center has also not been determined at this time. It may be appropriate for the transit center parcel to be dedicated to public use and given to Prince George's County or WMATA for development as a bus rapid transit center.

q. **Joint Base Andrews Naval Air Facility—CSP-07004:** In a memorandum dated May 12, 2008, the community planner for Andrews Air Force Base offered the following comments.

This property is located within the 65–69 and 70–75 dBA noise contours. Residential development in this area is generally discouraged. The Andrews AFB Air Installation Compatible Use Zone Study (2007) suggests a maximum density of one dwelling unit per acre for areas within the 70–75 dBA noise contours. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor noise level reduction (NLR) for DNL/CNEL 65–69 dBA and DNL/CNEL 70–74 dBA should be incorporated into building codes and considered in individual approvals.

r. **Special Projects—CSP-07004:** The 2007 approved Westphalia sector plan recommends the construction of a public library with community meeting space, in the "proposed community center core." This library is not shown on the CSP maps or discussed in the CSP text. At the preliminary plan of subdivision, the applicant is required to either

dedicate land to Prince George's County or to M-NCPPC for this library, to show where a public library will be constructed to the specifications of the Prince George's County Memorial Library System (PGCMLS), or to indicate in which commercial or retail building 25,000 to 50,000 square feet of space will be provided for this library.

The applicant should coordinate with the Office of Central Services and PGCMLS on the provision of this library prior to the preliminary plan of subdivision. This library is intended to serve the residents of Westphalia and the surrounding communities and may not be needed for several years.

The 2007 approved Westphalia sector plan recommends the construction of a police facility near the proposed community center core area. The 2008 *Public Safety Facilities Master Plan* recommends relocation of the Prince George's County Police Department (PGPD), Special Operations Division (SOD), from 6700 Riverdale Road, Riverdale, Maryland to a more centrally-located area within the county. PGPD has indicated their desire to relocate SOD to the proposed police facility in the Westphalia Town Center. The sufficiency of the dedicated property will be determined by the cooperative efforts of PGPD, M-NCPPC, and the applicant. The applicant should continue to coordinate with PGPD to determine the necessary dedication prior to the preliminary plan of subdivision.

The 2007 approved Westphalia sector plan recommends a co-location of the police and fire/EMS facilities. The Prince George's County Fire/EMS Department (PGFD) has indicated a desire to construct the Fire/EMS station immediately, independent of private development on the property. The applicant should continue to coordinate with PGFD to determine the appropriate size and location of the property to be dedicated for this facility.

The police and fire/EMS facilities are shown in Phase 4 of development. The 2007 approved Westphalia sector plan recommends staging that "ensures provision of the aforementioned public facilities concurrently with development of new homes and businesses."

The fire/EMS station is immediately necessary because construction of the interchange at MD 4 and Suitland Parkway will render the existing Forestville Fire/EMS Station, Company 23, on Old Marlboro Pike inoperable; the new Westphalia station is necessary to ensure seamless delivery of first response in the Westphalia and Forestville areas *independent* of the construction of the Westphalia Town Center.

The PGPD, Special Operations Division, is currently located at 6700 Riverdale Road in Riverdale. This outdated facility is inadequate for SOD needs and requires vehicles to be stored and maintained outside, where they are deteriorating at a fast rate. In addition, the proposed Purple Line will run on shared right-of-way along this portion of Riverdale Road and situations may arise where transit vehicles (either light-rail trains or large buses) may block the exit of SOD headquarters and inhibit response times.

These public facilities are needed as soon as possible and should be in the earliest phase of development. Since they require dedications of land, such dedications should occur at the preliminary plan of subdivision in consultation and agreement with PGPD and PGFD.

16. **†*** The applicant presented evidence that a change has occurred in the approval of this case related to the maximum allowed number of front-loaded garage units within the Westphalia Center project. At the time of Conceptual Site Plan CSP-07004 approval for the Westphalia Town Center project, which includes the Moore Property, the issue relating to front-loaded garages in Finding 7(b) in PGCPB Resolution No. 08-189 was as follows:

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

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

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

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

†††* Denotes (2021) Amendment
†* Denotes (2013) Amendment
***** Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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

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

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

Design Principles

- **Design single-family detached, and attached home and multifamily buildings so the mass of the living space and the front door dominates the front façade:**

- **Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.**

- **Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.**

- **Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.**

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

At some locations of the subject site where a stream valley or preserved environmental features are present, the topographical conditions prohibit the use of rear alley to access the garages,

which makes the front-loaded garage a viable option. To prevent the garage from dominating the façade of a residence at those locations, architectural design should reflect the design principles of Policy 5 and should be demonstrated at the time of DSP review.

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

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

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

"A. The total number of front loaded garage townhouse units shall not exceed 10% of the total number of townhouse units allowed in the Westphalia Town Center project.

"B. The use of front loaded garage units for single family detached units shall be evaluated at each Detailed Site Plan and be limited to situations where site design or environmental constraints dictate the need for the use of front loaded units.

"C. Front loaded townhouse units shall only be included on the interior of blocks and front loaded units are not allowed for units fronting on public streets except in situations where environmental conditions will not allow the use of rear alleys.

"D. All entry door features on front loaded units must be located on the ground level. No walk up second level entries are permitted.

"E. Front loaded townhouse units shall be built no more than approximately 15 feet from the front lot line to discourage the use of long driveways.

"F. All front loaded garage doors shall include window features."

†††*Denotes (2021) Amendment
†*Denotes (2013) Amendment
***Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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

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

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

†††*Denotes (2021) Amendment
†*Denotes (2013) Amendment
***Denotes Correction
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†*The Community Planning Division, in a memorandum dated October 4, 2013, provided a review of all applicable conditions attached to prior approvals and relevant design guidelines governing the residential buildings in the sector plan. The Community Planning Division recommends revisions to the applicant's proposed Condition 2.i. as follows:

> A maximum of 68 front-loaded garages shall be allowed within the Moore Property portion of Westphalia Center. Their location shall be restricted to areas adjacent to a stream valley or preserved environmental feature, preventing the use of a rear alley to serve the dwellings. Within the town center portion of Westphalia Center, front-loaded garages may be approved at the time of detailed site plan review provided sufficient design justification is provided for the additional locations. The following criteria shall be employed throughout Westphalia Town Center when considering the use of front-loaded garages for townhouse or attached units:
>
> A. The total number of front-loaded garage units shall not exceed ten percent of the total number of townhouse units allowed in the Westphalia Town Center project.
>
> B. Front-loaded townhouse units shall only be included on the interior of blocks and front-loaded units are not allowed for units fronting on public streets, except in situations where environmental conditions will not allow the use of rear alleys.
>
> C. All entry door features on front-loaded units must be located on the ground level. No walk-up second level entries are permitted.
>
> D. Front-loaded townhouse units shall be built no more than 15 feet from the front lot line to discourage the use of long driveways.
>
> E. All front-loaded garage doors shall include window features.
>
> F. No front-loaded garages shall protrude in front of the overall façade of the townhouse unit.

The Planning Board agrees the applicant in this case has no control over Moore Property, and conditions relating to that property should not be considered at this time.

At the time of the preparation of this resolution, there was no response from the Westphalia Sector Development Review Council (WSDRC).

†††*Denotes (2021) Amendment
†*Denotes (2013) Amendment
*Denotes Correction
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†††*In a further amendment to this condition in the review of DSP-19062, the Planning Board agreed with the applicant's request to amend parts A. and D. above to allow for these requirements to be modified by the Planning Board at the time of DSP.

†*The Planning Board approved the reconsideration Request for Conceptual Site Plan CSP-07004-01 to revise Condition 2.i. in this resolution.

†††*17. As required by Section 27-276(b) of the Zoning Ordinance, Conceptual Site Plan CSP-07004-01 †††*as amended, to adjust Condition 2.i., regarding the front-loading garages, will continue to represent†††* [~~s~~] a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

Conceptual Site Plan CSP-07004-01 supersedes and replaces previously approved CSP-07004 in its entirety.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI/014/08-02), and further APPROVED Conceptual Site Plan CSP-07004-01 for the above-described land, subject to the following conditions:

1. Prior to certificate approval, the following revisions shall be made to the CSP:

   a. All appropriate sheets of the CSP shall be revised to show the same proposed ranges of development. These ranges shall be as follows:

      (1) 4,000–5,000 total dwelling units

         - 150–200 single-family detached houses
         - 1,650–2,500 attached dwelling units
         - 1,800–3,100 multifamily dwelling units

      (2) 500–600 hotel rooms
      (3) 900,000–1,400,000 square feet of retail
      (4) 2,200,000–4,500,000 square feet of office

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These numbers are subject to verification prior to certification of the CSP to ensure that they meet the minimum required land use densities and floor-area ratios established in the Westphalia Sector Plan for the Core, Edge, and Fringe areas.

b. Remove the note referring to possible increases of 10 percent of the development categories.

c. Revise the conceptual landscape plan to demonstrate conformance to Section 4.8 of the Landscape Manual.

d. Revise the phasing plan to propose up to 50 percent of the total dwelling units as attached units (including townhouses, semi-detached dwellings, two-family units, three-family units, and any similar products).

e. Provide minimum ten-foot-wide sidewalks (clear pedestrian zones) along both sides of the town center boulevard. The optional zone for the town center boulevard may be reduced to 26 feet.

f. Mark and label the six-foot-wide sidewalks on the urban residential road 70-foot right-of-way.

g. Modify the width of the "urban sidewalks" included on the north-south urban mixed-use roads to be a minimum of eight feet. The optional zone for the north-south urban mixed-use roads may be reduced to 28 feet.

h. Provide minimum sidewalks of six feet along both sides of MC-632.

i. All portions of the plan shall show the entire property.

j. Show that the detached portion of the property along the western portion of existing Presidential Parkway is part of the Fringe area.

k. Add a floating symbol for the potential location of a library within the town center.

l. Show a buffer area along the full length of historic Melwood Road and the Twin Knolls Subdivision, including the Fringe area. The buffer along the Fringe area shall be a minimum of 30 feet. The buffer along the remaining length of historic Melwood Road and the Twin Knolls Subdivision, excluding the Fringe area, shall be a minimum of 75 feet wide and an average of at least 150 feet wide.

m. Add a floating symbol for the potential location of a public or private medical facility.

n. Show bikeway corridor trails along major roads.

o. Either the TCPI and the preliminary plan shall be revised to show the correct delineation of existing environmental features per the signed natural resources inventory (NRI), or the NRI shall be revised to reflect the correct delineation of existing environmental features. If the second option is used, revised studies must be provided to support the changes.

2. Prior to certificate approval, the following revisions shall be made to the CSP plan text. Where available, the specific pages of the proposed CSP text to which the revision applies are provided in parentheses.

a. Revise the proposed development totals to match those shown in Condition 1(a).

b. Revise the proposed intensity of commercial development within the Fringe area to reflect the reduction in the minimum amount of office development from 4,000,000 square feet to 2,200,000 square feet.

c. Add proposed public/quasi-public uses to the breakdown of land use ranges in the Edge area, and if necessary, revise the proposed mix to conform to the recommended range (p. 23).

d. Incorporate the omitted sector plan design principles for the Core, Edge, and Fringe areas in the CSP text as criteria to be included in subsequent development review procedures.

e. Emphasize that proposed commercial land uses in the Edge areas need to be in substantial conformance with all sector plan design principles, particularly with respect to scale, site and building design, and parking. On-street parking will be designed to contribute to the parking requirements of commercial uses within the Edge.

f. Require a range of lot sizes for single-family attached dwelling units in the town center with a minimum of 1,000 square feet.

g. Incorporate the regulations of Council Bill CB-29-2008, particularly with respect to townhouse and attached dwelling unit criteria for the percentage of total units, lot size, living area, number of units in an attached row, and building widths.

h. Use consistent terminology throughout the text to refer to the streets (urban mixed-use roads, urban residential roads, internal circulation roads, and auxiliary access roads).

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

†*i. A maximum of 68 front-loaded garage attached units shall be allowed within the Moore Property portion of Westphalia Center. Their location shall be restricted to areas adjacent to a stream valley or preserved environmental features, preventing the use of a rear alley to serve the dwellings. Within the town center portion of Westphalia Center, front-loaded garages may be approved at the time of detailed site plan review provided that:

†††* (1) The total number of front-loaded garage townhouse units shall not exceed ten percent of the total number of townhouse units allowed in the Westphalia Town Center project, excluding Moore Property, [~~. No more than 20 percent of the units within any separate DSP~~] unless modified by the Planning Board at the time of DSP.

(2) Front-loaded townhouse units shall only be included on the interior of blocks and front-loaded units are not allowed for units fronting on public streets, except in situations where environmental conditions will not allow the use of rear alleys.

(3) All entry door features on front-loaded units must be located on the ground level. No walk-up second level entries are permitted.

†††* (4) Front-loaded townhouse units shall be built no more than approximately ten feet from the front lot line, unless modified by the Planning Board at the time of DSP.

(5) All front-loaded garage doors shall include architectural features, such as windows.

(6) No front-loaded garages shall protrude in front of the overall façade of the townhouse unit.

j. No drive-through services are permitted within Westphalia Center.

k. Update the discussion of noise based on the most up-to-date noise contours (p. 6).

†††*Denotes (2021) Amendment
†*Denotes (2013) Amendment
*Denotes Correction
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l. Clarify that surface parking lots will only be permitted within the Core area at final build-out where they are small in size and screened from the street by buildings. Interim parking lots in the Core, prior to final build-out, shall be screened by landscaping (pp. 22–23).

m. Correct the reference to an informal street pattern in the Core area to refer to the street pattern of the Fringe (p. 28).

n. Include all three gateways (Suitland Parkway, Dowerhouse Road, and Woodyard Road) in the discussion of gateways (p. 34).

o. Revise the text on page 38 to remove the second exemption for continuous building façade (for drive-throughs in the Core area).

p. Remove the reference to off-street parking provided along the roadway in the Core area (p. 38).

q. Specify that residential buildings fronting on urban residential roads and internal circulation roads may be set back up to 10 feet from the established build-to line along the pedestrian zone or public utilities easement to allow for stoops, porches, gardens, etc. The setback may be up to 15 feet from the established public utilities easement where front-loaded garages are permitted (pp. 40–42).

r. Clarify the building placement regulations to note that buildings shall be built to the pedestrian zone, optional zone, or public utilities easement, whichever is farthest from the street centerline.

s. Change the standard spacing of street trees to a maximum of 40 feet on center for all roads.

t. Add language to state that multistory buildings are strongly encouraged in the Core area.

u. Remove the detail of tree grates or modify the detail to show a larger planting area and an expanded structural soil area underneath the adjacent sidewalk (following p. 42).

v. One-story buildings shall not be constructed in the Core area.

3. Prior to certification of the CSP, the Type I tree conservation plan shall be revised to:

a. Show all proposed impacts to the Patuxent River primary management area (PMA) as previously approved with Preliminary Plans 4-08002 and 4-08018.

b. Show the unmitigated 65 dBA Ldn noise contour and the noise contours associated with Andrews Air Force Base that were shown on TCPI/014/08-01 approved with Preliminary

Plan 4-08002 for the Westphalia Center, and as shown on TCPI/004/09 approved with Preliminary Plan 4-08018 for the Moore Property.

c. Include all required information per the TCPI preparation checklist, including but not limited to the following:

(1) The plan must be signed by a qualified professional.

(2) Provide a legend on all sheets of the plan set depicting all symbols used on the plan.

(3) Update the revision box with a description of all revisions made to the plan since the approval of the last TCPI.

(4) Provide an approval block on all sheets of the plan set with the previous approval information typed-in.

(5) Provide standard TCPI notes on the plan.

d. Revise the table on the cover sheet as needed to reflect the signed NRI. Specifically, the areas for existing site area, existing floodplain, existing woodland, and existing wooded floodplain. In addition to the totals for these areas, this table should be revised to separate the areas for the Moore Property and the greater Westphalia Center.

e. Revise the plan to graphically show all existing environmental features, including but not limited to streams, wetlands, floodplain, PMA, etc., as shown on the signed NRI.

f. Provide a table on the cover sheet itemizing the areas of existing woodland, woodland cleared, preservation, reforestation, woodland saved not counted, and woodland saved but considered cleared for each phase of construction. The itemized table shall include the areas within the limits of disturbance (LOD) necessary to allow the Moore Property to move forward before the remainder of the site.

g. Provide a note below the specimen tree table to indicate how the trees were located (field estimated or survey located).

h. Revise woodland conservation areas as necessary to ensure that no woodland conservation is proposed within any existing or proposed easements and/or floodplain area.

i. Ensure that the layout shown on the plan is the most current layout.

j. Provide labels for the matchlines on all sheets in the plan set.

k. Revise the matchlines and the sheet labels on the cover sheet to accurately reflect the configuration and sheet numbers of the individual sheets of the plan set.

l. Show a proposed LOD for the entire site.

m. Provide a separate sheet within the plan set to show the proposed LOD for all improvements necessary to allow access to the Moore Property without construction of the remainder of the Westphalia Center. This LOD shall include the clearing needed for all improvements, including but not limited to proposed grading, utility connections, road improvements, stream crossings, and stockpiles.

n. Provide a phased worksheet on the cover sheet. This worksheet shall include as Phase 1, the area within the LOD for all improvements necessary to allow access to the Moore Property without construction of the remainder of the Westphalia Center. The remaining phase of the worksheet shall include the remaining area of the Westphalia Center. The remaining area of the Westphalia Center shall be further separated into phases on the TCPII at time of DSP review so that each phase of the worksheet includes the area of each DSP.

o. The areas of existing environmental features (site area, existing woodland, existing floodplain, and existing wooded floodplain) used in the worksheet shall match the areas on the signed NRI.

p. After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

4. At least 35 days prior to Planning Board approval of the preliminary plan of subdivision, a stream corridor assessment using the Maryland Department of Natural Resources protocol shall be submitted. General impacts to the entire stream valley for stream restoration shall be approved at the preliminary plan stage. Specific impacts for stream restoration will be determined, reviewed, and approved at the detailed site plan stage. Streams shall not be piped unless absolutely necessary to address a water quality or water conveyance problem.

5. Prior to acceptance of the preliminary plan package for review, NRI/094/06 shall be revised to include information obtained from the field work of the Maryland Department of the Environment, the comments provided by the Environmental Planning Section (M-NCPPC), and additional information on existing wetlands.

6. Prior to approval of the preliminary plan of subdivision, any roadway sections described in this plan that are not consistent with the County Road Ordinance, whether proposed for public or private maintenance, shall have approval from the Department of Public Works and Transportation.

7. At least 35 days prior to Planning Board approval of the preliminary plan of subdivision, the applicant shall attend a joint meeting with the staff reviewers of DPW&T and the Environmental Planning Section of M-NCPPC to evaluate the results of the stream corridor assessment.

8. The stormwater management (SWM) ponds shown on the TCPI with the preliminary plan and all subsequent plans shall be designed as amenities to the community to the fullest extent possible with features such as utilization of the natural contours of the site, providing extensive landscaping, providing walking trails where appropriate, and shall include the use of low-impact development (LID) stormwater management techniques to the fullest extent possible, such as the use of forebays to trap sediment, bioretention, French drains, depressed parking lot islands, and native plants.

9. At the time of review of the preliminary plan of subdivision, a letter of justification shall be submitted for all proposed impacts to the regulated areas shown on the signed NRI, including the regulated areas described as Areas 1–8 on Staff Exhibit A, dated November 24, 2008. Where impacts cannot be eliminated, the letter of justification shall state the reasons and provide evidence regarding why the impacts cannot be eliminated or reduced. Such evidence could include roadway designs by the State or previously approved plans, including master plans that require or show the placement of the roadways. Evidence may also include features, such as an amphitheater, or other infrastructure in the locations shown on the conceptual site plan, as provided in CB-29-2008 and consistent with CR-2-2007.

10. No woodland conservation shall be proposed on dedicated parkland, unless written authorization from the Department of Parks and Recreation has been provided prior to Planning Board approval of the associated TCP.

11. At least 35 days prior to Planning Board approval of the preliminary plan of subdivision, a Phase I noise study that addresses noise related to Andrews Air Force Base, MD 4, and A-52 and A-66 shall be submitted. The TCPI for the preliminary plan shall show the resulting noise contours at both ground level and upper-story elevations. The plan shall also illustrate conceptually how noise levels will be reduced to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for indoor living areas.

12. The preliminary plan and TCPI shall propose restoration of the stream valley for the Back Branch drainage area. Along with this innovative LID stream restoration, on-site pretreatment will be provided at each stormdrain outfall in the amount of 10 percent of the water quality volume for that area. For this pretreatment, innovative LID techniques such as bioretention within parking lot islands, vegetated buffers, infiltration trenches, or pervious pavement will be utilized in the areas draining to Back Branch between Pennsylvania Avenue and Presidential Parkway. By providing improved water quality and protecting the channel through stream restoration, the proposed SWM pond treating the residential area draining to Back Branch and its conveyance system can also be greatly reduced.

13. The locations of the master-planned trails along Back Branch and Cabin Branch shall be determined at the time of preliminary plan review. The trails shall be designed to avoid the PMA to the extent possible and trail alignments along parallel roads may be utilized where necessary. Impacts to the PMA shall be addressed at that time.

14. At time of preliminary plan review, a detailed transportation phasing plan shall be submitted to identify specific improvements for specified levels of development in each phase.

15. Prior to approval of a detailed site plan for specific buildings for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the applicants of the Moore Property and the balance of Westphalia Center, separately, shall obtain approval of a special-purpose detailed site plan to establish regulating standards for signage and to identify appropriate locations for transit stops in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show site plan details of the public open spaces and establish a timing plan for the improvement of these public spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition shall be construed such that the Moore Property may proceed prior to the entire Westphalia Center. However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time.

16. Prior to approval of a special-purpose detailed site plan for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the following items shall be determined to ensure they will be addressed during the review of each incremental detailed site plan submitted subsequently.

    a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637 or propose an alternative road design or location for the public spaces.

    b. Address gateway design themes and concepts.

    c. Define the responsibility for construction and ownership of other public spaces, recreation, and open space facilities proposed in the town center.

    d. Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations for Westphalia center as a whole, including the Moore property.

    e. Acknowledge that the transit center will be dedicated to public use.

17. Prior to acceptance of each detailed site plan, the package shall include a description of the use of green building techniques and alternative energy sources for the development throughout the site. At least three green building techniques shall be used in each development area of the site as identified on the CSP.

18. Each detailed site plan shall demonstrate conformance to landscaping standards. In general, development on the site shall be subject to the standards of Section 4.8 of the Landscape Manual, in addition to the following standards:

    a. Single-family detached lots larger than 9,500 square feet shall provide at least one shade tree and one ornamental or evergreen tree on the lot.

    b. Required landscaping for attached dwelling units shall be provided on the individual lots or common open space directly associated with the attached dwellings. Plantings within public or private open spaces shall only be counted towards the requirements where those spaces are located adjacent to the attached dwellings and are easily accessible to residents.

    c. Surface parking lots larger than five parking spaces shall be subject to the landscaping standards of Section 4.3 of the Landscape Manual.

    d. In general, uses within the town center shall not be buffered from each other. However, buffering of highly incompatible adjacent uses may be deemed necessary at the time of detailed site plan review.

19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on HOA open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and *proper[~~ty~~] siting prior to approval of the detailed site plan by the Planning Board.

20. At the time of detailed site plan approval, the applicant shall demonstrate to the Planning Board that on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement (RFA), or other appropriate means and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

22. Prior to the first final plat of subdivision, the applicant shall enter into an agreement with the Department of Parks and Recreation (DPR) establishing a mechanism for payment of fees into an account administered by M-NCPPC or provision of in-kind services. The agreement shall note that the value of in-kind services shall be determined solely by DPR. DPR decisions regarding choice and value of in-kind services are appealable to the Planning Board. The agreement shall

also establish a schedule of payments and/or a schedule for park construction. The payment or construction schedule shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded in the Prince George's County land records by the applicant prior to final plat approval.

23. The applicant shall submit three original executed private RFAs for the private recreational facilities on-site to DRD for their approval three weeks prior to submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, in accordance with the timing established in the applicable special-purpose DSP. The developer, his heirs, successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the applicable special-purpose detailed site plan.

26. Prior to the issuance of the first building permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

    a. Pay a pro rata share of the cost of construction of an interchange at MD 4 and Old Marlboro Pike/Westphalia Road. The pro rata share shall be payable to Prince George's County (or its designee) with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be determined after the Planning Board adopts a resolution establishing a Surplus Capacity Reimbursement Procedure (SCRP). The pro rata share shall be indexed by multiplying the dollar amount ($) x Engineering News Record Highway Construction Cost Index (at the time of building permit application) / Engineering News Record Highway Construction Cost Index (for the second quarter 2006).

    b. The above improvement shall have full financial assurances through either private money and/or full funding in the Prince George's County Capital Improvement Program (CIP), a SCRP, State Consolidated Transportation Program (CTP), or public financing plan approved by the District Council.

27. Prior to the issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak-hour trip x Engineering News Record

Highway Construction Cost Index (at the time of building permit application) / Engineering News Record Highway Construction Cost Index (for the second quarter 2008).

28. Prior to the issuance of any building permits for each phase or DSP within the subject property, the following road improvements as may be phased 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. MD 4 and Forestville Road Intersection

- Add a third westbound through lane along MD 4.
- Add a second northbound double left turn lane along Forestville Road at MD 4.
- Add a second northbound through lane along Forestville Road at MD 4.
- Convert the southbound right turn lane into a combined through-and-right lane.
- Add a second southbound left turn lane along Forestville Road at MD 4.
- Rebuild the existing traffic signal.

b. MD 4 and Dowerhouse Road

- Construct a grade separated two-point diamond interchange with traffic signals at both at-grade intersections, subject to the requirements of SHA.

c. MD 4 and MD 223 Interchange

- The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.
- Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off-ramp.
- Construct a second southbound left turn along MD 223 at the MD 4 EB on-ramp.
- Widen the MD 4 EB on-ramp to accept the southbound double left movement.
- Provide a third NB through lane along MD 223 at the MD 4 EB on-ramp.

- Install a traffic signal at the intersection of MD 223 and MD 4 EB off-ramp – MD 4 EB on-ramp.

d. MD 223 and Perrywood Road

- Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

e. MD 223 and Marlboro Pike

- Construct a southbound double left turn lane.
- Modify the traffic signal.
- Provide separate left, through, and right turn lanes on the eastbound approach.

f. MD 223 and Dowerhouse Road

- Create a double left, a through, and a separate right turn lane on the northbound approach along MD 223.

- Create a left turn, a through, and a shared through-and-right lane on the southbound approach along MD 223.

- Modify the traffic signal.

29. The applicant shall make a monetary contribution into a "park club." The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars. The applicant may make a contribution to the park club or provide an equivalent amount of in-kind services for the construction of the recreational facilities in the central park. Monetary contributions may be used for construction, operation, and maintenance of the recreational facilities in the central park and/or other recreational amenities that will serve the Westphalia Study Area. The park club shall be established and administered by the Department of Parks and Recreation. The choice between a monetary contribution and the provision of in-kind services shall be at the sole discretion of DPR. The value of in-kind services shall be reviewed and approved by DPR staff. DPR decisions regarding choice of contributions and the value of in-kind services are appealable to the Planning Board.

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the applicable special-purpose detailed site plan. While the applicant acknowledges that public recreational facilities are to be provided in the central park, details regarding the installation of those facilities will be determined at the time of the review of the special-purpose detailed site plan for the balance of Westphalia Center, which includes the central park.

31. The phasing of residential and commercial uses shall be determined with approval of the conceptual site plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and the relevant special-purpose DSP.

The Planning Board, in subdivision review for any proposed residential construction on the subject property, shall include all relevant issues, including without limitation, public facilities adequacy and master plan conformance, as they concern the entire Westphalia Center property and project, not just the issues arising at the site for that subdivision.

The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements.

a. The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these minimums provided adequate transportation capacity will exist for that development.

b. Attached dwelling units shall be limited to 50 percent of the total dwelling units on the Westphalia Center site as a whole, including the Moore Property. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in the attached units cumulatively exceeding 50 percent of the total of all dwelling units for which permits have been issued for the Moore Property and the balance of the Westphalia Center property. Up to 100 percent of the building permits for attached dwelling units may be issued for development on the Moore property if it is in compliance with all other requirements.

c. Prior to issuance of permits for the 1,400th dwelling unit on the balance of the Westphalia Center property, excluding the Moore Property, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core area. Permits for development on the Moore Property may be issued prior to any commercial development in the central Core Area.

d. Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,000 square feet of office space shall be constructed in the Core area.

e. Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core area.

f. Prior to issuance of permits for the 500,000 square feet of retail development, 250,000 square feet of office shall be constructed.

g. Prior to issuance of permits for the 750,000 square feet of retail development, 500,000 square feet of office space shall be constructed.

h. No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.

i. A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.

32. In conformance with the adopted and approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Construct the subject site's portion of the Cabin Branch master plan trail. The trail alignment, design, and timing shall be determined at the time of preliminary plan.

b. Construct the master plan trail along the subject site's entire segment of Back Branch. The trail alignment, design, and timing shall be determined at the time of the preliminary plan

c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives shall be evaluated at the time of detailed site plan.

d. Provide a financial contribution of $840 to the Department of Public Works and Transportation for the placement of appropriate signage indicating that C-636 is designated as a Class III bikeway. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit. If road frontage improvements are required by DPW&T, wide asphalt shoulders are encouraged.

33. In areas of landscaping and street furniture, a clear horizontal sidewalk space of eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center Core area. The optional zone may be reduced to 28 feet in order to accommodate this change.

34. Total development within the subject property shall be limited to uses which generate no more than 7,149 AM peak-hour trips, and 8,910 PM peak-hour trips, in consideration of the approved trip rates and methodologies for computing pass-by and internal trip capture rates. 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.

35. The developer shall pay a fee-in-lieu to satisfy woodland conservation requirements in accordance with CB-29-2008.

36. Where there is a mixture of products and/or lot sizes, alleys shall not be required to be aligned, unless determined otherwise by DPW&T at the detailed site plan stage.

37. Prior to certificate approval, the preliminary plan shall be revised to reflect an increase in the developable acreage of the school site from 3.6 acres to 7 acres.

38. The acreage for the transit center is approximately four acres.

39. All private recreational facilities located in Westphalia Center shall be made available to all residents living within its boundaries.

40. Any subsequent approvals which contain the requirement for a special-purpose detailed site plan, including but not limited to Conditions 10 and 17 of Preliminary Plan of Subdivision 4-08018 (as expressed in PGCPB Resolution No. 09-95) and Conditions 11, 17, 18, 19, 21, and 50 of Preliminary Plan of Subdivision 4-08008 (as expressed in PGCPB Resolution No. 09-93), shall be construed to permit separate special-purpose detailed site plans for the Moore Property and for the balance of Westphalia Center.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Cavitt and Parker voting in favor of the motion at its regular meeting held on Thursday, May 20, 2010, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of June 2010 *and corrected on January 5, 2011.

†*This is to certify that the foregoing is a true and correct copy of the action taken at the reconsideration hearing by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Shoaff, Bailey and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 24, 2013, in Upper Marlboro, Maryland.

†*Adopted by the Prince George's County Planning Board this 31st day of October 2013.

††* This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Doerner, with Commissioners Washington, Doerner, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, January 21, 2021, in Upper Marlboro, Maryland.

††*Adopted by the Prince George's County Planning Board this 28th day of January 2021.

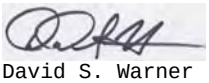
Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:nz

††*Denotes (2021) Amendment
†*Denotes (2013) Amendment
*Denotes Correction
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: January 25, 2021

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 09-93(A) File No. 4-08002

A M E N D E D R E S O L U T I O N

WHEREAS, Sandler at Westphalia, LLC is the owner of a 482.57-acre parcel of land, located on Tax Map 90, 91, 99 and 100 said property being in the 15th Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on January 29, 2009, Sandler at Westphalia, LLC filed an application for approval of a Preliminary Plan of Subdivision for 1,352 lots and 209 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-08002 for Westphalia Center was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on June 4, 2009, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on June 4, 2009, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

†WHEREAS, by a letter submitted January 24, 2023, William M. Shipp, Esq., representing the applicant, requested a waiver and reconsideration of Condition 19 regarding dedication of land for a transit center on the subject property;

†WHEREAS, on February 23, 2023, the Prince George's County Planning Board approved the waiver and request for reconsideration based on good cause and substantial public interest; and

†WHEREAS, on April 13, 2023, the Prince George's County Planning Board heard testimony and approved the reconsideration.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type I Tree Conservation Plan (TCPI/14/08-01), and further APPROVED Preliminary Plan of Subdivision 4-08002, Westphalia Center, including Variations from Section 24-128 and 24-130 for 1,352 lots and 211 parcels with the following conditions:

†Denotes Amendment
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[Brackets] and ~~strikethrough~~ indicate deleted language

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:

    a. Relocate Lots 41–47 Block H or change the product type to provide a minimum of 150-foot lot depth along A-66.

    b. Provide a note regarding the approval of a variation to Section 24-128 for the use of private streets to serve multifamily dwelling units.

    c. Correct match lines.

    d. Dimension the width of each private alley.

    e. Clearly label dwelling unit types.

    f. Dimension the lot width on Lots 30–39 and 41, Block J on Sheet 9.

    g. Provide the gross and net tract acres.

    h. Revise general Note 13, to state the public utility easements shall be approved by the utility companies at the time of approval of the DSP and reflected on the final plat.

    i. Remove Lot 7 table from Sheet 2.

    j. Revise Sheet 3, to label Lot 7 to be conveyed to Prince George's County.

    k. Label all rights-of-way "to be dedicated" to public, or private use.

    l. Add the disposition of Parcel U1 to Sheet 5.

    m. Clearly label the dedicated right-of-way of Machinists Place north of Presidential Parkway.

    n. Provide a general note regarding the parcel description, and who the land is to be dedicated to with acreage for the police, library, transit, fire/EMS, and school sites. Include a note regarding the trigger for dedication of each consistent with the approved preliminary plan.

    o. Resolve and align the center line of MC-637 with the approved center line alignment within the Smith Home property, Preliminary Plan 4-05080 (PGCPB Resolution No. 06-64(A)), to the north or demonstrate that it is not an issue for the alignment shown on this preliminary plan.

    p. Increase Parcel 25 (school site) to seven developable acres.

q. Label the Core, Edge, and Fringe on the coversheet on the layout of Westphalia.

r. Label the †minimum four-acre transit facility †[~~on Parcel 26~~] and that it is to be dedicated to public use, increase the proposed parcels by two to a total of 211 parcels.

s. Expand the spaces between the end units of attached dwellings in adjacent rows to a minimum of 10 feet.

2. A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No Permits will be issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 44782-2007-00 and any subsequent revisions.

4. At the time of final plat, the applicant shall dedicate a public utility easement as approved on the detailed site plan along the public rights-of-way.

5. At the time of final plat, the applicant shall dedicate rights-of-way consistent with the approved preliminary plan of subdivision.

6. Prior to the approval of the first final plat of subdivision, the applicant shall enter into an agreement with the Department of Parks and Recreation, unless modified by subsequent revisions to CSP-07004, establishing a mechanism for payment of fees into an account administered by M-NCPPC or provision of in-kind services. The agreement shall note that the value of the in-kind services shall be determined solely by DPR. DPR decisions regarding choice and value of in-kind services are appealable to the Planning Board. The agreement shall also establish a schedule of payments and/or a schedule for park construction. The payment or construction schedule shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded in the Prince George's County Land Records by the applicant prior to final plat approval.

7. Prior to approval of each detailed site plan, the public utility companies shall provide comments to ensure adequate area exists to provide proper siting and screening of the required utilities, and to provide for direct bury utilities where feasible. Review shall include, but may not be limited to the following:

a. Coordination with other utility companies to use one side of the street for Potomac Electric and Power Company (PEPCO) use only. If this is not possible Verizon may ask for two feet or so of additional space on the public utility easement (PUE) for FIOS cables making some of the PUEs to be 12 feet wide in some areas. The main transmission line may require up to a 15-foot-wide PUE.

b. Private roads shall have a five to seven-foot-wide utility easement (UE). (The current plan shows seven-foot-wide UEs, but at the time of detailed site plan continued coordination with utility companies will establish the ultimate UE locations and sizes). Gas service shall be provided in the alley as shown on the utility sketch plan.

c. At the time of detailed site plan, coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.

d. Unless modified by a, b, or c above, a ten-foot PUE shall be provided along public roads and master-plan roads.

8. Any abandoned well or septic system shall be pumped, backfilled, and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.

9. The applicant shall make a monetary contribution into a "park club." The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars. The applicant may make a contribution to the park club or provide an equivalent amount of in-kind services for the construction of the recreational facilities in the central park. Monetary contributions may be used for construction, operation, and maintenance of the recreational facilities in the central park and/or other recreational amenities that will serve the Westphalia Study Area. The park club shall be established and administered by the Department of Parks and Recreation. The choice between a monetary contribution and the provision of in-kind services shall be at the sole discretion of the Department of Parks and Recreation. The value of in-kind services shall be reviewed and approved by DPR staff. DPR decisions regarding choice of contributions and the value of in-kind services are appealable to the Planning Board. Or as modified by any subsequent revisions to CSP-7004.

10. The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and property siting prior to approval of the detailed site plan by the Planning Board. Or as modified by any subsequent revisions to CSP-7004.

11. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package. Or as modified by any subsequent revisions to CSP-7004.

12. Prior to the approval of building permits, the applicant and the applicant's heirs, successors and/or assignees shall demonstrate that a homeowners association has been established and that the common areas have been conveyed to the homeowners association.

13. The applicant and the applicant's heirs, successors and/or assignees shall submit three original recreational facilities agreements (RFA) to DRD for construction of recreational facilities on homeowner association land. Upon approval by DRD, the RFA shall be recorded among the County Land Records prior to the approval of final plats.

14. The applicant and the applicant's heirs, successors and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities on homeowners association land prior to the issuance of building permits.

15. Prior to signature approval of the preliminary plan, the applicant shall submit evidence that the property is not encumbered by any prescriptive or descriptive easements that are to the benefit of other properties, and not already provided on the preliminary plan. The applicant shall submit evidence that the rights and privileges associated with those easements will not be interrupted with the development of this property, or the applicant shall provide evidence of the agreement of those benefited properties to the abandonment or relocation of said easements. Prior to approval of the final plat, the applicant shall submit a copy of the recorded abandonment of said easement(s) including Moore's Way.

16. Detailed site plan(s) shall demonstrate that lots fronting on MC-637, MC-632, C-636 will be rear loaded and shall not have direct vehicular access to these master-plan roads.

17. The applicant and the applicant's heirs, successors and/or assignees shall dedicate Parcel 25 to the Board of Education at the time of dedication of any public rights-of-way abutting Parcel 25, or as determined at the time of approval of the special-purpose site plan.

18. The applicant and the applicant's heirs, successors and/or assignees shall dedicate Lot 7 to Prince George's County for the construction of a fire/EMS station at the time of dedication of Parcel 25 to the Board of Education, or as determined at the time of approval of the special-purpose site plan, unless otherwise determined by the District Council or Planning Board.

†[~~19. The applicant and the applicant's heirs, successors and/or assignees shall dedicate the transit station (to be labeled on the preliminary plan) to public use, and shall be a minimum of four acres. Dedication shall occur at the time of dedication of any public rights-of-way abutting the site or as determined at the time of approval of the special-purpose site plan. The transit station parcel shall have frontage on and the ability for direct access to a public street. The creation of the addition parcel is anticipated by this condition.~~]

†Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

†19. The applicant and the applicant's heirs, successors, and/or assignees shall dedicate or convey the transit station parcel (in a location adjacent to the fire/EMS station parcel previously conveyed to Prince George's County, as shown on the preliminary plan of subdivision) to public use as a transit center. The parcel shall be a minimum of four acres. Dedication or conveyance shall occur at the time the operating agency provides written notice to the applicant or the applicant's heirs, successors, and/or assignees, of its desire to accept the dedication or conveyance of the transit station parcel, based upon its determination of its need for public use. The applicant and the operating agency, upon mutual agreement, may provide for the dedication or conveyance of an alternative parcel within the Westphalia Center, as approved by a detailed site plan applicable to the Westphalia Center, provided such alternative site has frontage on and the ability to directly access a public street, and is found to be of sufficient size and located to meet the public need for transit services, as determined by the operating agency. The creation of the additional parcel is anticipated by this condition.

20. Prior to signature approval of the preliminary plan, the CSP shall have signature approval, and any modifications which result shall be reflected on the preliminary plan of subdivision.

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, with triggers for construction to be determined with the special purpose detailed site plan:

    a. Construct the master-plan trail along the subject site's portion of Cabin Branch. The trail alignment shall follow the existing sewer easement to the extent practical and will cross the Westphalia Center, Moore Property, and Smith Property applications.

    b. Construct the master-plan trail along the subject site's entire segment of Back Branch on the alignment proposed by the applicant on the Trail Alignment Exhibit. The stream valley trail shall be completed in phase with the completion of the associated proposed roadways and the stormwater management pond. If some or all of Private Road QQ is eliminated (per discussion with the applicant and EPS), the master-plan trail shall still be constructed on or near the same alignment as envisioned in the sector plan.

    c. Construct the minimum eight-foot-wide master-plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of DSP.

    d. Pedestrian safety features, traffic calming, and pedestrian amenities will be evaluated at the time of each DSP.

†Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

e. The approved Westphalia sector plan recommends that Melwood Road be designated as a Class III bikeway with appropriate signage. Because Melwood Road is a County right-of-way, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $1,260 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. Any appropriate safety improvements necessary along this County OP minimal maintenance road will be determined by DPW&T and should accommodate bicycle movement.

f. Provide minimum ten-foot-wide sidewalks along both sides of the town center boulevard.

g. Mark and label the six-foot-wide sidewalks on the urban residential road 70-foot right-of-way.

h. In areas of landscaping and street furniture, a clear horizontal sidewalk space of eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center Core. The optional zone may be reduced to 28 feet in order to accommodate this change.

i. Provide minimum ten-foot-wide sidewalks (clear pedestrian zones) along both sides of the town center boulevard. The optional zone for the town center boulevard may be reduced to 26 feet.

j. Modify the width of the "urban sidewalks" included on the north-south urban mixed-use roads to be a minimum of eight feet. The optional zone for the north-south urban mixed-use roads may be reduced to 28 feet.

k. Provide minimum sidewalks of six feet along both sides of MC-632 as approved on the street sections for CSP-07004.

l. Provide six-foot-wide sidewalks and designated bike lanes along MC-637 as approved on the street sections for CSP-07004.

m. Standard sidewalks shall be provided along both sides of all internal roads (excluding alleys), unless modified by DPW&T.

n. Each DSP shall be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

o. Each DSP shall identify the limits of the public use easements to ensure that the easements are reflected on the final plat(s).

22. Prior to the issuance of building permits, the applicant and the applicant's heirs, successors and/or assignees shall provide a financial contribution of $840 to the Department of Public Works and

Transportation for the placement of a bikeway sign(s) along C-636, a designated Class III Bikeway. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit. If the Department of Public Works and Transportation declines the signage, this condition shall be void.

23. All detailed site plans which include property abutting Pennsylvania Avenue (MD 4) except the Special Purpose DSP, shall provide a landscape buffer with a minimum width of 20 feet and an average width of 40 feet wide, using native plants with a planting density equivalent to those found in the Landscape Manual for similar bufferyards along the ultimate right-of-way of MD 4.

24. Prior to approval of a detailed site plan located in the Fringe area or south of Presidential Parkway, the architecture of buildings which are adjacent to and visible from Pennsylvania Avenue (MD 4) shall be evaluated with regard to scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships along this gateway corridor.

25. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI shall be revised to limit the number of access points along the western side of Melwood Road into the commercial shopping center to one point located approximately 900 feet north of MD 4, unless otherwise determined through the detailed site plan process.

26. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from Public Road O to 500 feet north of Public Road O (approximately 900 feet north of MD 4) shall address the following:

    a. The conservation of historic Melwood Road by providing a transitional landscape buffer along the western frontage of the road. The landscape buffer shall begin with a width of 10 feet at the southern end, and expanding to a width of 30 feet, subject to the provision of plant units equivalent to those for similar width bufferyards as indicated in the Landscape Manual. Existing trees shall be preserved to the greatest extent possible, and supplemental planting shall be with native plant species; and

    b. Establish a building restriction line 50 feet from the property boundary fronting on Melwood Road to encourage development to be set well back from the historic road.

27. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from approximately 500 feet north of Public Road O (900 feet north of MD 4) to Westphalia Road shall address the conservation of historic Melwood Road as an integral part of the community's trail and greenway network and address the following concerns:

    a. Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads, and provide for the necessary road improvements without compromising the valuable contribution to community character Melwood Road provides:

b. Discourage entrance features and signs at the one recommended entrance onto Melwood Road.

28. Prior to signature approval of the preliminary plan, a drainage area exhibit shall be submitted depicting the existing drainage areas located on-site.

29. The submission package for the first DSP for any area of the Westphalia Center draining into Back Branch shall contain:

a. A comprehensive and detailed stream restoration plan for Back Branch.

b. A technical stormwater management plan which demonstrates the use of stream restoration as an innovative stormwater management technique. Access to conduct the proposed work must be shown, along with all required clearing and grading for the proposed work. Staging areas, phasing, and other plan details needed for construction shall also be provided.

30. Prior to approval of a DSP, other than the special-purpose DSP which includes the stormwater management ponds, the design shown on the conceptual stormwater facility layout renderings shall be shown on the DSP.

31. Prior to final plat approval, the declaration of covenants for the property, in conjunction with the formation of a homeowners association, shall include language notifying all future contract purchasers of the proximity of the property to Andrew's Air Force Base and noise levels related to military aircraft overflights. The property is approximately 3,000 feet from the north end of the runway. The declaration of covenants shall include the disclosure notice. At the time of purchase contract with homebuyers, the contract purchaser shall sign an acknowledgement of receipt of a copy of the declaration. The liber and folio of the recorded declaration of covenants shall be noted on the final plat along with a description of the proximity of the development to Andrew's Air Force Base and noise levels related to military aircraft overflights.

32. All detailed site plans, other than the special-purpose detailed site plans, which include property located within the 65 dBA Ldn noise contour associated with the roads on the north side of Presidential Parkway, shall demonstrate that outdoor activity areas associated with any residential dwelling units are located outside the 65 dBA Ldn noise contour.

33. With the submittal of each detailed site plan, other than the special-purpose DSP, design scenarios may be submitted and evaluated for the final design for the use of the land in the areas surrounding proposed Impacts A through D. The Planning Board shall evaluate the proposed scenarios to determine the design that results in the preservation of the regulated areas to the fullest extent possible.

34. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Patuxent River Primary Management Area and all proposed adjacent on-site woodland conservation areas, 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."

35. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

36. Applications for all residential building permits on the Westphalia Property, with the exception of buildings located to the east of Public Road EE, shall contain a certification, to be submitted to M-NCPPC, prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.

37. Prior to signature approval of the preliminary plan, the following note shall be placed under the worksheet on the TCPI:

> "The use of fee-in-lieu to meet the off-site woodland conservation requirement was approved by the District Council. Other methods of meeting the woodland conservation threshold on-site may be explored during the preparation and review of the TCPII. Every attempt shall be made to meet the threshold on-site using street trees, trees in bioretention areas, preservation of woodlands in the PMA outside the 100-year floodplain, and other allowable methods. If, during the review of the TCPII, the threshold cannot be met completely on-site, the remainder of the requirement shall be met using fee-in-lieu. Prior to signature approval of the DSP, a recipient of the fee-in-lieu funds shall be identified."

38. Prior to signature approval of the preliminary plan, the Type I tree conservation plan shall be revised as follows:

    a. Revise the site statistics (specifically for the existing floodplain, the forested floodplain, and the existing forest outside of the floodplain) as necessary to reconcile the discrepancy in site statistics between the current TCPI (TCPI/014/08-01) and the TCPI (TCPI/004/09) for the recently submitted preliminary plan for the adjacent Moore Property (4-08018) so that the site statistics between the two plans add up to the site statistics shown on the approved NRI for both sites.

    b. Provide a legend on the cover sheet.

    c. Remove Note 2 from the notes located on the lower left corner of the cover sheet.

d. Revise the specimen tree table to account for only those trees located in the current application.

e. Provide a note below the specimen tree table indicating whether the trees were survey or field located.

f. Revise the notes to include all optional Type I tree conservation notes.

g. Provide the standard Type I TCP approval block on all sheets.

h. Type in the original signature information once the plans receive signature approval of the CSP, leaving the -01 signature line open for the current approval.

i. Remove the extra area 9 listed under "forest saved and counted as cleared" on the cover sheet.

j. Separate out the information listed on the cover sheet under the heading for "forest saved and counted as cleared (non-FPA)" into the following categories, and revise the plan and worksheet accordingly:

(1) "forest preserved not counted"—areas 1, 2, 4, and 6
(2) "Preservation"—areas 7 and 8
(3) "Forest saved and counted as cleared"—areas 3, 5, 9, 10, 11

k. Revise all match lines to be consistently shown on all sheets.

l. Revise the plans to remove all residential buildings from the 25-foot floodplain building restriction line for residential buildings.

m. Revise the plan to show all proposed retaining walls a minimum of ten feet from the PMA or any woodland conservation area.

n. Show reforestation on Sheet 5, adjacent to non-FPA 8, within and adjacent to the PMA.

o. Remove the building footprint from the PMA and the floodplain building restriction line on Sheet 6.

p. Revise the location of the label for clearing area EE on Sheet 14, to be within the proposed clearing area, or provide an arrow indicating where the clearing is to occur.

q. Update the worksheet to reflect all changes made to the plan.

r. After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

39. Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are determined to remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.

40. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/014/08-01). The following notes shall be placed on the final plat of subdivision:

> "This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/014/08-01), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

41. Prior to signature approval of the preliminary plan, the two ring roads (Private Road QQ) located east and west of Public Road O shall be redesigned to provide access to the rears of the proposed multifamily residential parcels (Parcels 22 and 24) without completing the loops. The extension of Private Road QQ should extend from Public Road O in the similar alignment as shown on the preliminary plan, but only enough to serve the rear of each parcel.

42. Total development within the subject property shall be limited to uses which generate no more than 6,816 AM peak-hour trips, and 8,526 PM peak-hour trips, in consideration of the approved trip rates and the approved methodologies for computing pass-by and internal trip capture rates. Any development generating an impact greater than that identified herein-above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

43. A traffic phasing analysis will be submitted and reviewed during the processing of the detailed site plan for each phase. This traffic phasing analysis will define the improvements required for Phase 1A, 1B, IC, 2A, 2B, 2B, 2C, 2D, 3A, 3B, and Phase 5. These above-mentioned traffic conditions will be modified to adjust the timing trigger and extent of these improvements for each phase. This phasing analysis will not exceed the 6,186 AM peak-hour trips, and 8,526 PM peak-hour trip cap, unless a new preliminary plan of subdivision is processed.

44. The transportation improvements expressed herein shall remain in full force and effect unless otherwise modified pursuant to agreement initiated by the Transportation Planning Section of M-NCPPC, SHA, and DPW&T, in concurrence with the applicant, and provided any such technical or engineering change maintains the levels of adequate transportation facilities

approved herein. Any modification of transportation improvements may not be inconsistent with the Planning Board findings and conditions.

45. The following rights-of-way shall be dedicated at the time of the appropriate final plat, consistent with the rights-of-way approved by DPW&T or SHA:

    a. The right-of-way for A-52 and MC-637 (between MC-634 and West Circle) within a 104-foot (or greater) right-of-way.

    b. The right-of-way for MC-634, MC-632, and MC-637 (north of West Circle) within a 96-foot right-of-way.

    c. The right-of-way for A-66, within a 118-foot right-of-way.

    d. The right-of-way for C-636, within a 70-foot right-of-way.

    e. The rights-of-way associated with the interchanges along MD 4 at Suitland Parkway, Dower House Road, and MD 223.

46. Prior to signature approval of the preliminary plan of subdivision, any roadway sections described in this plan that are not consistent with the County Road Ordinance shall have approval of DPW&T or be approved for private maintenance.

47. Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, the applicant and the applicant's heirs, successors and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak-hour trip x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2008).

48. Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, 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. MD 4 and Forestville Road intersection

        (1) Add a third westbound through lane along MD 4.
        (2) Add a second northbound double-left-turn lane along Forestville Road at MD 4.
        (3) Add a second northbound through lane along Forestville Road at MD 4.
        (4) Convert the southbound right-turn lane into a combined through-and-right lane.

(5) Add a second southbound left-turn lane along Forestville Road at MD 4.
(6) Rebuild the existing traffic signal.

b. MD 4 and MD 223 Interchange

(1) The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.

(2) Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road and Old Marlboro Pike and MD 4 WB off ramp.

(3) Construct a second southbound left turn along MD 223 at the MD 4 EM on ramp.

(4) Widen the MD 4 EB on ramp to accept the southbound double-left movement.

(5) Provide a third NB through lane along MD 223 at the MD 4 EB on ramp.

(6) Install a traffic signal at the intersection of MD 223 and MD 4 EB off ramp—MD 4 EB on ramp.

c. MD 223 and Perrywood Road—Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

d. Old Marlboro Pike and Ritchie Marlboro Road

(1) Create a separate northbound left-turn lane along Ritchie Marlboro Road.
(2) Create a separate southbound left-turn lane along Ritchie Marlboro Road.
(3) Create a separate eastbound right-turn lane along Old Marlboro Pike.
(4) Modify traffic signal.

e. MD 223 and Marlboro Pike

(1) Construct a southbound double-left-turn lane.
(2) Modify traffic signal.
(3) Provide separate left, through and right-turn lanes on eastbound approach.

f. MD 223 and Dower House Road

(1) Create a double left, a through and a separate right-turn lane on the northbound approach along MD 223.

(2) Create a left turn, a through and a shared through-and-right lane on the southbound approach along MD 223.

(3) Modify traffic signal.

g. MD 4 and Dower House Road—Construct a grade-separated, two-point diamond interchange with traffic signals at both at-grade intersections, subject to the requirements of SHA.

h. MD 4 and Westphalia Road—Prior to the issuance of any building permits within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM, the following road improvements (which shall not commence construction until the interchange at Suitland Parkway and MD 4 is completed and open to traffic) shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, (c) have an agreed-upon timetable for construction with the appropriate operating agency.

(1) Reconfigure the intersection with a set of channelized traffic islands such that through movements across MD 4 and left turns from all approaches are prohibited.

(2) Reconstruct/upgrade Burton's Lane to DPW&T standards.

(3) Upgrade Old Marlboro Pike from a point approximately 400 feet north of its intersection with Burton's Lane to the point where it connects to the proposed interchange at MD 4 and Suitland Parkway OR

(4) Prior to the issuance of the first building permit within the subject property for uses generating peak-hour trips in excess of 1,610 AM and 1,719 PM for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

- In lieu of Condition 48 H(1), (2), and (3), pay a pro rata share of the cost of construction of an interchange at MD 4 and Old Marlboro Pike-Westphalia Road. The pro rata share shall be payable to Prince George's County (or its designee) with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be determined after the Planning Board adopts a resolution establishing a surplus capacity reimbursement procedure (SCRP). The pro rata share shall be indexed by multiplying the dollar amount ($) x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2006).

- The above improvement shall have full financial assurances through either private money and/or full funding in the CIP, in a SCRP, State CTP, or public financing plan approved by the Council.

49. Direct vehicular access to historic Melwood Road shall be limited to one access point within the Fringe, and shall be located to the south to the greatest extent possible. Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC-632, including traffic calming devices, shall be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by the Department of Public Works and Transportation.

50. Prior to approval of a special-purpose detailed site plan, proposed Parcel T-1 shall be evaluated to determine the adequacy of accessibility, safety, and if traffic controls are needed for the circular public space (park) within public road MC-637 (Dower House Road), or an alternative road design or location for the public spaces shall be approved. This study may affect the proposed road design and lot patterns in this area.

51. Prior to signature approval, revise the preliminary plan to delineate the master-plan right-of-way alignment for proposed roads A-67/MC-631 (Suitland Parkway Extended) and MC-634 (Presidential Parkway and Presidential Parkway Extended) on application 4-08002, within the land to be dedicated to SHA.

52. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

53. Prior to the approval of building permits, the applicant and the applicant's heirs, successors and/or assignees shall convey to the homeowners association (HOA) open space land as identified on the approved detailed site plan. Land to be conveyed shall be subject the following:

    a. Conveyance shall take place prior to the issuance of building permits.

    b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.

    c. All waste matter of any kind shall be removed from the property, prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.

    d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.

    e. Any disturbance of land to be conveyed to a homeowners association shall be in accordance with an approved detailed site plan or shall require the written consent of

DRD. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement and storm drain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements, required by the approval process.

f. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a homeowners association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.

g. Temporary or permanent use of land to be conveyed to a homeowners association for stormwater management shall be approved by DRD.

h. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.

54. At the time of each detailed site plan review, except the special purpose detailed site plan the applicant shall:

a. Integrate the proposed commercial development located on residential and recreational parcels within the Edge with the residential and recreational uses in a mixed-use arrangement.

b. Provide a parking study for each block group of the site so as to ensure an adequate provision and distribution of parking (including handicapped-accessible parking) across the site.

c. Minimized to the fullest extent possible the direct vehicular access from lots and parcels onto master-planned roads.

†<u>55.</u> <u>Prior to approval of a detailed site plan proposing development for Parcel 35 (as shown on the current signature approved preliminary plan of subdivision dated February 7, 2011), a revised preliminary plan of subdivision shall be submitted for signature approval to relocate the transit center parcel (Parcel 28) to Lot 7. The area of Parcel 35 shall be expanded to incorporate the land area previously associated with the transit center so that no new parcels are created.</u>

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

†Denotes Amendment
<u>Underlining</u> indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. The property is located on the north side of Pennsylvania Avenue (MD 4), west of Melwood Road and east of the interchange of Suitland Parkway and Pennsylvania Avenue.

3. **Background**—The subject property is located on Tax Map 90, 91, 99 and 100, is 482.57 acres and zoned M-X-T (Mixed Use-Transportation Oriented). The property is made up of a combination of twenty-three acreage parcels, two record lots, and two outlots as listed on the preliminary plan of subdivision. The application is to subdivide the property into 1,352 lots and 210 parcels for the construction of 172 single-family dwellings, 424 attached dwelling units, 1,287 townhouses, and 2,473 multifamily dwelling units (4,356 total dwelling units). The development also includes 5.9 million square feet of office and retail uses.

   This preliminary plan is a part (482.57 acres) of Westphalia Center, CSP-07004 (530.27 acres). The conceptual site plan (CSP) also includes Moore Property (4-08018). Conceptual Site Plan CSP-07004, which is required for the M-X-T Zone, was approved by the Planning Board (PGCPB Resolution No. 08-189) and the resolution was adopted on January 29, 2009 with 34 conditions. On February 9, 2009, the District Council elected to review the case and on May 21, 2009 the Notice of Final Decision was issued. This preliminary plan has been reviewed for conformance to that final decision.

   The property is a part of a regional urban community, which is defined as follows by Section 27-107.01(197.1) of the Zoning Ordinance:

   A contiguous land area of 500 or more acres in the M-X-T or R-M Zone within a General Plan designated center in the Developing Tier, and which is to be developed as follows: a mixed use, urban town center including retail office and residential uses with a defined core, edge and fringe as defined by the Sector Plan; transit-and-pedestrian-oriented, with ample public spaces suitable for community events, adjacent to a planned or developed public park of 100 or more acres that includes a variety of recreational and cultural facilities for public use, such as amphitheaters, performance stages and plazas.

   The plan provides for the extension of Presidential Parkway from its current terminus into the center of the site as master plan roadways MC-634 and A-66. In the eastern portion of the subject property, Presidential Parkway connects to another master planned roadway, C-636, which turns to the north to provide a connection to future development north of the site. The plan also provides for the extension of Woodyard Road north from Pennsylvania Avenue, A-52 and MC-637, and through the site to connect to future development. Similarly, the plan shows the extension of a road from the interchange of Melwood Road and Pennsylvania Avenue through the center of the site, MC-632, connecting to future development.

As specified by the *Approved Westphalia Sector Plan and Sectional Map Amendment* and referenced in the definition of a regional urban community, the proposed town center is divided into a Core (77± acres), an Edge (260± acres), and a Fringe (145± acres). This preliminary plan contains all three elements.

The Core is mostly a rectangular area slightly offset to the west of the center of the site, and also extends southward to Pennsylvania Avenue near the future interchange of Woodyard Road and Pennsylvania Avenue. The Core is envisioned as a distinctive urban environment with a regular grid of streets, multistory, vertical, mixed-use buildings constructed close to the streets and wide sidewalks. The grid of streets is formed by three east-west streets, including A-66 (Presidential Parkway Extended), along the southern edge of the rectangular area, a main street through the center of the rectangular area, another street along the northern edge of the Core, four north-south streets, including M-637 (Dower House Road Extended), through the western portion of the Core, two other streets through the center and eastern portions of the Core, and another street along the eastern side. The main east-west street through the center of the Core includes three roundabout intersections. A square open space is proposed at an intersection on the northern side of the Core, while the three roundabout intersections have been shown providing varying amounts of green space in the centers of the roundabouts. †The highest density of development should occur within the Core area.

†[~~A transit area is located in the portion of the Core that extends south to Pennsylvania Avenue in the conceptual site plan, but is not labeled on the preliminary plan of subdivision and should be. The transit parcel is foreseen as a park-and-ride for a future bus rapid transit station, but could eventually allow for a rail station. The highest density of development should occur within the Core area.~~]

The Edge is the largest area of the site and includes a strip of land south of the Core as well as large areas in the northern and eastern portions of the site. The Edge is envisioned as including commercial uses along Pennsylvania Avenue, with residential neighborhoods in the northern and eastern areas. The residential neighborhoods would be a mix of single-family attached dwelling units (townhouses, two-family dwellings, three-family dwellings, and other stacked or attached unit types) and multifamily dwellings, with a small number of small-lot single-family detached houses around the northern and eastern edges of the site in the vicinity of existing single-family neighborhoods. Sites for small-scale neighborhood, commercial, or mixed-use development have been identified within the residential neighborhoods. A potential library site is also envisioned within the Edge. Both residential and commercial uses will be densely developed. Community open spaces are also distributed throughout the Edge, and Parcel 25 has been identified for a future school in the southeastern corner of the Edge.

The Fringe includes the southeastern corner of the site near Melwood Road and along MC-632, and the western portion of the site on either side of Presidential Parkway. The Fringe is separated

from the Core and Edge by stream valleys that provide a natural division. The Fringe is primarily intended for commercial development, capitalizing on locations near the major roadway interchanges that will be constructed along Pennsylvania Avenue. The proposed development regulations are more flexible and allow for more suburban office park and "lifestyle center" retail development within these areas. The plan also identifies Lot 7 (9.56 acres) in the western portion of the Fringe for the construction of a fire/EMS facility. †In 2009, 2.29 acres of Lot 7 were conveyed to Prince George's County for this facility. As of the reconsideration of this PPS, approved on April 13, 2023, the remaining part of Lot 7 (7.66 acres) has been approved for use as a transit center. The land for the transit center is foreseen to allow the eventual operator of the facility flexibility in its design and operation, to accommodate a variety of transit services appropriate to serve the Westphalia Center and surrounding area.

4. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	**APPROVED**
Zone	M-X-T	M-X-T
Use(s)	Residential	Mixed Use
Acreage	482.57	482.57
Lots	3	1,352
Outlots	2	0
Parcels	23	211
Commercial		
Retail	0	1,400,000
Office	0	4,500,000*
Dwelling Units:		
Detached	1(to be razed)	172
Townhouse	0	1,287
Attached (misc)	0	424
Multifamily	0	2,473
Public Safety Mitigation Fee		No

*Condition 2 of CSP-07004 restricts the amount of office in the Fringe to 2.2 million

5. **Regional Urban Community Regulations—**Section 27-544 of the Zoning Ordinance sets forth regulations for the development of a regional urban community, in part. Section 27-544(e)(2)(A) of the Zoning Ordinance establishes that the maximum percentage of attached dwelling units,

which includes but is not limited to townhouses, two over twos, and triplexes, shall be no more than fifty percent of the total units in the project. In this case, this regulation applies to the entire area of land covered by Westphalia Center, CSP-07004. This preliminary plan is a part (482.57 acres) of the Westphalia Center (530.27 acres), which includes Moore Property (4-08018), and was approved by the Planning Board in January 2009 (CSP-07004). On May 21, 2009, the District Council's Notice of Final Decision was released for CSP-07004. This preliminary plan has been evaluated for conformance with that decision. At the Planning Board hearing staff advised the Board that the District Council (DC) had proposed further revisions to their decision. It was staffs understanding that the DC had voted on the amendments but had not yet signed or

released the decision. Staff was advised that the DC revised the phasing plan and made revisions to the parks conditions. The phasing is not a condition of the preliminary plan and the parks conditions contained in the decision for this case reflected the possibility of revisions based on further revisions to the CSP.

When evaluating the two preliminary plans together, the applicant is proposing forty-four percent of the total dwelling units as attached dwelling units:

Preliminary Plan	Total Dwelling Units	Multifamily	Single-Family Detached	Attached
4-08002 (Westphalia)	4,356	2,473	172	1,711
4-08018 (Moore)	640	135	0	505
Total	4,996	2,608	172	2,216
Percent of Attached				**44%**

Section 27-544(e)(2)

(B) For Regional Urban Community developments in the M-X-T Zone, the woodland conservation and afforestation thresholds shall be fifteen percent (15%) with no requirement for on-site mitigation. A fee-in-lieu of $0.30 per square foot shall be required.

Conformance to this regulation is discussed further in the environmental planning section.

(C) Innovative stormwater management techniques may be used upon a finding that the techniques meet the purpose of the M-X-T Zone as set forth in Section 27-541(a)(2), including but not limited to the utilization of stream channel and floodplain enhancement and restoration. Stream restoration may be utilized to meet channel protection and water quality volumes.

Conformance to this regulation is discussed further in the environmental planning section.

(D) No setback shall be required from the 100-year floodplain to the lot line. There shall be a twenty-five (25) foot setback from the building to the 100-year floodplain for residences as a building restriction line as set forth in Section 24-129.

Conformance to this regulation will be reviewed with the detailed site plan (DSP).

(E) The maximum number of townhouse dwelling units per building group shall be ten (10). No more than thirty percent (30%) of the building groups shall contain nine (9) to ten (10) dwelling units. All other townhouse building groups shall contain no more than eight (8) dwelling units.

The preliminary plan is not inconsistent with this regulation. The applicant does, however, propose townhouse lots which include nine and ten lots in a row. Staff would note that lots in a row do not necessarily mean that dwelling units are attached. A side yard can break up each stick to conform to this regulation. At the time of review of the DSP, the number of attached dwelling units in a row (a stick) should be reviewed for conformance to this regulation.

(F) The number of parking spaces required in the core area of the Regional Urban Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. The applicant shall submit the methodology, assumptions, and data used in performing the calculations with the Detailed Site Plan. The number of parking spaces within the core area of the Regional Urban Community shall be calculated based on the procedures described in Sections 27-574(b) and (c).

This regulation is not applicable to the review of the preliminary plan of subdivision.

(G) End units on townhouse building groups shall be a minimum of twenty (20) feet in width and the minimum building width of a contiguous attached townhouse building group shall be sixteen (16) feet per unit. A variety of townhouse sizes shall be provided, with a minimum gross living space of a townhouse unit shall be 1,500 square feet except that ten percent (10%) of the townhouse units may be reduced to 1,200 square feet.

The minimum lot width proposed is 16 feet wide, with the minimum width of an end unit being 20 feet wide. The variety of sizes of the townhouses will be reviewed with the detailed site plan(s) when architecture is introduced.

(H) The minimum front setback from any public or private right-of-way may be reduced to seven (7) feet. In the core area, the public maintenance shall be one foot from back-of-curb to one foot to back-of-curb.

This regulation will be evaluated with the detailed site plan process when dwelling unit types are introduced.

6. **Conceptual Site Plan—**On May 21, 2009, the District Council's Notice of Final Decision was issued for CSP-07004. This preliminary plan has been evaluated for conformance with that decision. Comments have been provided where the condition is applicable to the preliminary plan of subdivision, or not otherwise specifically addressed.

1. Prior to certificate approval, the following revisions shall be made to the CSP:

a. All appropriate sheets of the CSP shall be revised to show the same proposed ranges of development. These ranges shall be as follows:

(1) 4,000–5,000 total dwelling units
- **150–200 single-family detached houses**
- **1,650–2,500 attached dwelling units**
- **1,800–3,100 multifamily dwelling units**

(2) 500–600 hotel rooms
(3) 900,000–1,400,000 square feet of retail
(4) 2,200,000–4,500,000 square feet of office

These numbers are subject to verification prior to certification of the CSP to ensure that they meet the minimum required land use densities and floor-area ratios established in the Westphalia Sector Plan for the Core, Edge, and Fringe areas.

The preliminary plan is not inconsistent with the mix and range of uses approved with the CSP. Prior to signature approval of the preliminary plan, the CSP should be signature approved.

b. Remove the note referring to possible increases of 10 percent of the development categories.

c. Revise the conceptual landscape plan to demonstrate conformance to Section 4.8.

d. Revise the phasing plan to propose up to 50 percent of the total dwelling units as attached units (including townhouses, semi-detached dwellings, two-family units, three-family units, and any similar products).

e. Provide minimum ten-foot-wide sidewalks (clear pedestrian zones) along both sides of the town center boulevard. The optional zone for the town center boulevard may be reduced to 26 feet.

f. Mark and label the six-foot-wide sidewalks on the urban residential road 70-foot right-of-way.

g. Modify the width of the "urban sidewalks" included on the North-South urban mixed-use roads to be a minimum of eight feet. The optional zone for the North-South urban mixed-use roads may be reduced to 28 feet.

h. Provide minimum sidewalks of six feet along both sides of MC-632.

i. All portions of the plan shall show the entire property.

j. Show that the detached portion of the property along the western portion of existing Presidential Parkway is part of the Fringe.

k. Add a floating symbol for the potential location of a library within the town center.

The library is proposed on Parcel 30, west of MC-637 and is 2.9 acres.

l. Show a buffer area along the full length of historic Melwood Road and the Twin Knolls Subdivision, excluding the Fringe area. The buffer shall be a minimum of 75 feet wide along the entire length, and an average of at least 150 feet wide, excluding the Fringe area.

The buffer required along the fringe is 10 feet wide from the southern point of Melwood Road to the southern side of the only access allowed onto Melwood Road. Starting on the north side of the access, the buffer starts at 10 feet wide and increases to 30 feet wide to the edge of the fringe. The buffer is required along the entire edge of Melwood Road within the fringe by condition of this preliminary plan. The details of the buffer will be reviewed with the detailed site plan for this area, and may be modified by revisions to the conceptual site plan.

m. Add a floating symbol for the potential location for a public or private medical facility.

The preliminary plan proposes a "potential wellness center" on Parcel 26 in the Fringe area.

n. Show bikeway corridor trails along major roads.

2. Prior to certificate approval, the following revisions shall be made to the CSP plan text. Where available, the specific pages of the proposed CSP text to which the revision applies are provided in parentheses.

a. Revise the proposed development totals to match those shown in Condition 1(a).

b. Revise the proposed intensity of commercial development within the Fringe to reflect the reduction in the minimum amount of office development from 4,000,000 square feet to 2,200,000 square feet.

c. Add proposed public/quasi-public uses to the breakdown of land use ranges in the Edge, and if necessary, revise the proposed mix to conform to the recommended range. (p. 23)

d. Incorporate the omitted sector plan design principles for the Core, Edge, and Fringe areas in the CSP text as criteria to be included in subsequent development review procedures.

e. Emphasize that proposed commercial land uses in the Edge areas need to be in substantial conformance with all sector plan design principles, particularly with respect to scale, site and building design, and parking. On-street parking will be designed to contribute to the parking requirements of commercial uses within the Edge.

f. Require a range of lot sizes for single-family attached dwelling units in the town center with a minimum of 1,000 square feet.

The preliminary plan has a range of sizes for the attached dwelling units with a minimum lot size of 1,000 square feet.

g. Incorporate the regulations of CB-29-2008, particularly with respect to townhouse and attached dwelling unit criteria for the percentage of total units, lot size, living area, number of units in an attached row, and building widths.

Council Bill CB-29-2008 amended Section 24-544 of the Zoning Ordinance. The preliminary plan is consistent with Section 24-544.

h. Use consistent terminology throughout the text to refer to the streets (urban mixed-use roads, urban residential roads, internal circulation roads, and auxiliary access roads).

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

Detailed site plans should ensure conformance to this condition.

j. No drive-through services are permitted within Westphalia Center.

k. Update the discussion of noise based on the most up-to-date noise contours. (p. 6)

The noise information was submitted and evaluated in the environmental planning section.

l. Clarify that surface parking lots will only be permitted within the Core at final build-out where they are small in size and screened from the street by buildings. Interim parking lots in the Core prior to final build-out shall be screened by landscaping. (pp. 22–23)

m. Correct the reference to an informal street pattern in the Core to refer to the street pattern of the Fringe. (p. 28)

n. Include all three gateways (Suitland Parkway, Dowerhouse Road, and Woodyard Road) in the discussion of gateways. (p. 34)

o. Revise the text on page 38 to remove the second exemption for continuous building façade (for drive throughs in the Core). (p. 38)

p. Remove the reference to off-street parking provided along the roadway in the Core. (p. 38)

q. Specify that residential buildings fronting on urban residential roads and internal circulation roads may be set back up to 10 feet from the established build-to line along the pedestrian zone or public utilities easement to allow for stoops, porches, gardens, etc. The setback may be up to 15 feet from the established public utilities easement where front-loaded garages are permitted. (pp. 40–42)

r. Clarify the building placement regulations to note that buildings shall be built to the pedestrian zone, optional zone, or public utilities easement, whichever is farthest from the street centerline.

s. Change the standard spacing of street trees to a maximum of 40 feet on center for all roads.

t. Add language to state that multi-story buildings are strongly encouraged in the Core.

u. Remove the detail of tree grates or modify the detail to show a larger planting area and an expanded structural soil area underneath the adjacent sidewalk. (following p. 42).

v. One-story buildings shall not be constructed in the Core.

Prior to signature approval of the preliminary plan, the CSP will have signature approval.

3. Prior to certification of the CSP, the Type I tree conservation plan shall be revised to:

a. Show all regulated features per the revised, signed NRI.

b. Show a limit of disturbance.

c. Show the correct symbol in the legend for floodplain cleared.

d. Add the entire required standard notes for a TCP I.

e. Add the following note:

"Woodland conservation shall not be credited in easements of any kind except surface drainage easements."

f. The TCP I for the CSP shall be at the same scale as the NRI.

g. Match the graphics in the legend to the graphics on the plan (in particular, floodplain clearing).

h. Add the following note to the TCP I:

"The afforestation/reforestation areas on this plan will be reviewed in more detail during the preliminary plan review and the review of the future TCP I and TCP II. Afforestation and reforestation areas must be placed so as to provide open space, locations for utilities, sight distance, and to address aesthetic concerns throughout the site."

i. Address all other comments provided during certificate review.

j. Have the revised plans signed and dated by the qualified professional who prepared them.

Prior to signature approval of the preliminary plan, the CSP will have signature approval.

4. At least 35 days prior to Planning Board approval of the preliminary plan, a stream corridor assessment using the Maryland Department of Natural Resources protocol shall be submitted. General impacts to the entire stream valley for stream restoration shall be approved at preliminary plan. Specific impacts for stream restoration will be determined, reviewed, and approved at the detailed site plan stage. Streams shall not be piped unless absolutely necessary to address a water quality or water conveyance problem.

This condition has been complied with and is discussed further in the environmental planning section.

5. Prior to acceptance of the preliminary plan package for review, NRI/094/06 shall be revised to include the information obtained from the field work with the Maryland Department of the Environment, the comments provided by the Environmental Planning Section, and the additional information on existing wetlands.

This condition has been complied with and is discussed further in the environmental planning section.

6. Prior to approval of the preliminary plan of subdivision, any roadway sections described in this plan that are not consistent with the County Road Ordinance, whether proposed for public or private maintenance, shall have approval from the Department of Public Works & Transportation.

By e-mail dated May 27, 2009, the Department of Public Works and Transportation (DPW&T) provided their approval, indicating that the final referral is forthcoming. Prior to signature approval of the preliminary plan the final referral is required, and the preliminary plan will be revised to reflect any modification requested by DPW&T.

7. At least 35 days prior to the approval of the preliminary plan by the Planning Board, the applicant shall attend a joint meeting with the staff reviewers of DPW&T and the Environmental Planning Section of M-NCPPC to evaluate the results of the stream corridor assessment.

This condition has been complied with and is discussed further in the environmental planning section.

8. The stormwater management ponds shown on the TCP I with the preliminary plan and all subsequent plans shall be designed as amenities to the community to the fullest extent possible with features such as utilization of the natural contours of the site, providing extensive landscaping, providing walking trails where appropriate, and shall include the use of low-impact development stormwater management techniques to the fullest extent possible, such as the use of forebays to trap sediment, bioretention, french drains, depressed parking lot islands, native plants.

This condition has been complied with and is discussed further in the environmental planning section.

9. At the time of review of the preliminary plan, a letter of justification shall be submitted for all proposed impacts to the regulated areas shown on the signed NRI, including the regulated areas described as Areas 1-8 on Staff Exhibit A, dated November 24, 2008. Where impacts cannot be eliminated, the letter of justification shall state the reasons and provide evidence regarding why the impacts cannot be eliminated or reduced. Such evidence could include roadway designs by the State or previously approved plans, including master plans that require or show the placement of the roadways. Evidence may also include features, such as an amphitheater, or other infrastructure in the locations shown on the conceptual site plan, as provided in CB-29-2008 and consistent with CR-2-2007.

This condition has been complied with and is discussed further in the environmental planning section.

10. No woodland conservation shall be proposed on dedicated parkland, unless written authorization from the Department of Parks and Recreation has been provided prior to Planning Board approval of the associated TCP.

The plan proposes no parkland dedication.

11. At least 35 days prior to Planning Board approval of the preliminary plan, a Phase I noise study that addresses noise related to Andrews Air Force Base, MD 4, and A-52 and A-66 shall be submitted. The TCP I for the preliminary plan shall show the resulting noise contours at both ground level and upper story elevations. The plan shall also illustrate conceptually how noise levels will be reduced to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for indoor living areas.

This condition has been complied with and is discussed further in the environmental planning section.

12. The preliminary plan and TCP I shall propose restoration of the stream valley for the Back Branch drainage area. Along with this innovative LID stream restoration, on-site pretreatment will be provided at each storm drain outfall in the amount of 10% of the water quality volume for that area. For this pretreatment, innovative LID techniques such as bioretention within parking lot islands, vegetated buffers, infiltration trenches or pervious pavement will be utilized in the areas draining to Back Branch between Pennsylvania Avenue and Presidential Parkway. By providing improved water quality and protecting the channel through stream restoration, the proposed SWM pond treating the residential area draining to Back Branch and its conveyance system can also be greatly reduced.

This condition has been complied with to the extent possible with the review of the preliminary plan and is discussed further in the environmental planning section.

13. The locations of the master-planned trails along Back Branch and Cabin Branch shall be determined at the time of preliminary plan review. The trails shall be designed to avoid the PMA to the extent possible and trail alignments along parallel roads may be utilized where necessary. Impacts to the PMA shall be addressed at that time.

This condition has been complied with to the extent possible with the review of the preliminary plan and is discussed further in the environmental planning and trails sections.

14. At time of preliminary plan review, a detailed transportation phasing plan shall be submitted to identify specific improvements for specified levels of development in each phase.

A transportation phasing plan has been submitted and is discussed further in the transportation section.

15. Prior to approval of a detailed site plan for specific buildings, the applicant shall obtain approval of a special-purpose detailed site plan encompassing the entire Westphalia Town Center site to establish regulating standards for signage and identify appropriate locations for transit stops within the town center in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show proposed preliminary designs of the public open spaces within the town center and establish a timing plan for the improvement of these public spaces and for the public trail system.

16. Prior to approval of a special purpose detailed site plan covering the whole site, the following items shall be determined to ensure they will be addressed during review of each incremental detailed site plan submitted subsequently:

a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637, or propose an alternative road design or location for the public spaces.

b. Address gateway design themes and concepts.

c. Define the responsibility for construction and ownership of other public spaces, recreation and open space facilities proposed in the town center.

d. Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations.

e. Acknowledge that the transit center will be dedicated to public use.

17. Prior to acceptance of each detailed site plan, the package shall include a description of the use of green building techniques and alternative energy sources for the development throughout the site. At least three green building techniques shall be used in each development area of the site as identified on the CSP.

18. Each detailed site plan shall demonstrate conformance to landscaping standards. In general, development on the site shall be subject to the standards of Section 4.8 of the Landscape Manual, in addition to the following standards:

a. Single-family detached lots larger than 9,500 square feet shall provide at least one shade tree and one ornamental or evergreen tree on the lot.

b. Required landscaping for attached dwelling units shall be provided on the individual lots or common open space directly associated with the attached dwellings. Plantings within public or private open spaces shall only be counted towards the requirements where those spaces are located adjacent to the attached dwellings and are easily accessible to residents.

c. Surface parking lots larger than five parking spaces shall be subject to the landscaping standards of Section 4.3 of the Landscape Manual.

d. In general, uses within the town center shall not be buffered from each other. However, buffering of highly incompatible adjacent uses may be deemed necessary at the time of detailed site plan review.

19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and property siting prior to approval of the detailed site plan by the Planning Board.

20. At the time of detailed site plan approval, the applicant shall demonstrate to the Planning Board 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/or assignees.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

22. Prior to the first final plat of subdivision, the applicant shall enter into an agreement with the Department of Parks and Recreation (DPR) establishing a mechanism for payment of fees into an account administered by the M-NCPPC or provision of in-kind services. The agreement shall note that the value of the in-kind services shall be determined solely by DPR. DPR decisions regarding choice and value of in-kind services are appealable to the Planning Board. The agreement shall also establish a schedule of payments and/or a schedule for park construction. The payment or construction schedule shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded in the Prince George's County land records by the applicant prior to final plat approval.

This condition has been included.

23. The applicant shall submit three original executed private recreational facilities agreements (RFA) for the private recreational facilities on-site to DRD for their approval three weeks prior to submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

This condition has been included.

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD,

in accordance with the timing established in the special purpose DSP. The developer, his successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

This condition has been included.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the buildings shall be determined with the review of the special-purpose detailed site plan.

26. Prior to the issuance of the first building permit for the development, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Pay a pro rata share of the cost of construction of an interchange at MD 4 and Old Marlboro Pike-Westphalia Road. The pro rata share shall be payable to Prince George's County (or its designee) with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be determined after the Planning Board adopts a resolution establishing a Surplus Capacity Reimbursement Procedure (SCRP). The pro rata share shall be indexed by multiplying the dollar amount ($) x Engineering News Record Highway Construction Cost Index (at the time of building permit application) / Engineering News Record Highway Construction Cost Index (for the second quarter 2006).

b. The above improvement shall have full financial assurances through either private money and/or full funding in the CIP, a SCRP, State CTP, or Public Financing Plan approved by the Council.

27. Prior to the issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak-hour trip x Engineering News Record Highway Construction Cost Index (at the time of building permit application) / Engineering News Record Highway Construction Cost Index (for the second quarter 2008).

This condition is discussed further in the transportation section.

28. Prior to the issuance of any building permits for each phase or DSP within the subject property, the following road improvements as may be phased

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. MD 4 and Forestville Road Intersection

- **Add a third westbound through lane along MD 4.**
- **Add a second northbound double left turn lane along Forestville Road at MD 4.**
- **Add a second northbound through lane along Forestville Road at MD 4.**
- **Convert the southbound right turn lane into a combined through-and-right lane.**
- **Add a second southbound left turn lane along Forestville Road at MD 4.**
- **Rebuild the existing traffic signal.**

b. MD 4 and Dowerhouse Road

- **Construct a grade separated two-point diamond interchange with traffic signals at both at-grade intersections, subject to the requirements of SHA.**

c. MD 4 and MD 223 Interchange

- **The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.**
- **Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off-ramp.**
- **Construct a second southbound left turn along MD 223 at the MD 4 EM on-ramp.**
- **Widen the MD 4 EB on-ramp to accept the southbound double left movement.**

- **Provide a third NB through lane along MD 223 at the MD 4 EB on-ramps.**

- **Install a traffic signal at the intersection of MD 223 and MD 4 EB off-ramp—MD 4 EB on-ramp.**

d. MD 223 and Perrywood Road

- **Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.**

e. MD 223 and Marlboro Pike

- **Construct a southbound double left turn lane.**
- **Modify the traffic signal.**
- **Provide separate left, through, and right turn lanes on the eastbound approach.**

f. MD 223 and Dowerhouse Road

- **Create a double left, a through, and a separate right turn lane on the northbound approach along MD 223.**

- **Create a left turn, a through, and a shared through-and-right lane on the southbound approach along MD 223.**

- **Modify the traffic signal.**

This condition is discussed further in the transportation section.

29. The applicant shall make a monetary contribution into a "park club." The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars. The applicant may make a contribution to the park club or provide an equivalent amount of in-kind services for the construction of the recreational facilities in the central park. Monetary contributions may be used for construction, operation, and maintenance of the recreational facilities in the central park and/or other recreational amenities that will serve the Westphalia Study Area. The park club shall be established and administered by the Department of Parks and Recreation. The choice between a monetary contribution and the provision of in-kind services shall be at the sole discretion of the Department of Parks and Recreation. The value of in-kind services shall be reviewed and approved by DPR staff. DPR

decisions regarding choice of contributions and the value of in-kind services are appealable to the Planning Board.

This condition is discussed further in the parks section.

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package.

31. The phasing of residential and commercial uses shall be determined with approval of the Conceptual Site Plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and to any special purpose DSP.

The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements. The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these minimums provided adequate transportation capacity will exist for that development.

a. Attached dwelling units shall be limited to 50 percent of the total dwelling units on the site. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in attached units exceeding 50 percent of the total of all dwelling units for which permits have been issued.

b. Prior to issuance of permits for the 1,400th dwelling unit, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core.

c. Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,00 square feet of office space shall be constructed in the Core.

d. Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core.

e. Prior to issuance of permits for the 250,000th square feet of retail development, 500,000 square feet of office shall be constructed.

f. Prior to issuance of permits for the 500,000th square feet of retail development, 750,000 square feet of office space shall be constructed.

g. The first 600 dwelling units shall be constructed in the Core before permits will be issued for any residential development in the Edge.

h. No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.

i. A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.

Conformance to the required phasing will occur with the review of detailed site plans and building permits.

32. In conformance with the adopted and approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

a. Construct the subject site's portion of the Cabin Branch master plan trail. The trail alignment, design, and timing shall be determined at the time of preliminary plan.

b. Construct the master plan trail along the subject site's entire segment of Back Branch. The trail alignment, design, and timing shall be determined at the time of the preliminary plan.

c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives can be evaluated at the time of detailed site plan.

f. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of $840 to the Department of Public Works and Transportation for the placement of appropriate signage indicating that C-636 is designated as a Class III bikeway. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit. If road frontage improvements are required by DPW&T, wide asphalt shoulders are encouraged.

This condition is discussed further in the trails section.

33. In areas of landscaping and street furniture, a clear horizontal sidewalk space of eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center Core. The optional zone may be reduced to 28 feet in order to accommodate this change.

34. Total development within the subject property shall be limited to uses which generate no more than 7,149 AM peak-hour trips, and 8,910 PM peak-hour trips, in consideration of the approved trip rates and methodologies for computing pass-by and internal trip capture rates. 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.

The preliminary plan proposes a trip cap for development as discussed further in the transportation section.

35. Developer shall pay a fee-in-lieu to satisfy woodland conservation requirements in accordance with CB-29-2008.

This condition is discussed further in the environmental planning section.

36. Where there is a mixture of products and/or lot sizes, alleys shall not be required to be aligned, unless determined otherwise by DPW&T at the detailed site plan stage.

37. Prior to certificate approval, the preliminary plan shall be revised to reflect an increase in the developable acreage of the school site from 3.6 acres to 7 acres.

This condition is included.

38. The acreage for the transit center is approximately four (4) acres.

The preliminary plan locates the four-acre transit center and indicates that it is to be conveyed to a public use.

7. **Urban Design—**The subject property is within the area of the 2007 Approved Westphalia Sector Plan, and is designated as part of the Westphalia Town Center.

Conformance with Previous Approvals

The subject property and the adjoining Moore property (4-08018) are included in the larger conceptual site plan for Westphalia Town Center, CSP-07004. The CSP was approved by the Planning Board on December 18, 2008 (PGCPB Resolution No. 08-189), and was affirmed by the District Council on May 19, 2009, subject to 38 conditions.

Conformance with the *Prince George's County Landscape Manual*

As part of a proposed Regional Urban Community, the site is subject to Section 4.8 of the *Prince George's County Landscape Manual*. The site's conformance with that section will be reviewed at the time of detailed site plan.

Other Design Issues

Commercial Sites

The CSP designates four small commercial sites located within the Edge areas of the town center to allow for small-scale commercial uses to be mixed into the largely residential areas of the Edge. The applicant has shown three Edge commercial sites in the Westphalia Center subdivision, and one in the adjacent Moore Property. One of the sites is shown as a separate retail parcel, another is shown as sharing a parcel with multifamily residential units in a vertical mixed-use arrangement, and the other two are shown as comprising portions of the community recreational parcels. Although these are not the exact locations that were shown on the CSP, they fulfill the intent of the CSP to allow for the even distribution of limited commercial services within the Edge areas. Placement of commercial uses on the community parcels has the potential to create mixed-use neighborhood service centers. The amount of commercial development on these sites should be limited in order to ensure that the commercial development does not overwhelm the recreational use of the parcels. Furthermore, the commercial space should be designed so that it is integrated with the recreational and residential uses which are to be reviewed with the detailed site plan(s).

Parking Adequacy

The dense development proposed on the site will generate a great demand for parking. During the review of the preliminary plan, staff requested that the applicant submit a parking study for the site to demonstrate that the necessary amount of parking could be provided to accommodate the proposed development. The applicant believes this issue is more appropriately dealt with in the review of detailed site plans and did not provide a parking study. Although the detailed site plan

review process will allow for an exact determination of the parking adequacy on the site, if insufficient parking is found at the time of DSP review, the only available alternatives will be either to provide additional structured parking or reduce the number of residential units or the amount of commercial development. Parking should be reviewed at the time of detailed site plan with attention to the usability of the parking for its intended users. With such a large site, parking provided at one end of the site will not be readily available for dwellings or businesses elsewhere on the site. Ensuring an adequate provision and distribution of the parking spaces across the site is critical to the success of the development.

Pedestrian Connections

The preliminary plan includes numerous rows and blocks of townhouses and other attached units, such as rows up to ten units long and multiple rows along a block. Although the proposed attached blocks are generally not longer than 500 feet, access from the fronts of the units to the rear yards and alleys is an issue. The applicant's plan provides for small gaps between the ends of the sticks to allow for pedestrian passage. These gaps are part of the HOA parcels. The plans show these gaps to be typically four feet in width. Although four feet is wide enough for a narrow sidewalk, the important consideration for this space is not the width of the HOA space but the distance between the endwalls of the surrounding units. If the buildings are to be built up to the property line, the four-foot space between the lot lines will result in an overly-enclosed space not suitable for pedestrians. The end lots of the sticks are shown to be typically three feet wider than the middle lots, raising the possibility that the end buildings could be set back three feet from the property line, creating a space that is ten feet wide, which would be more suitable. Furthermore, architectural variations in the end units, such as stoops or bay windows, would intrude into the ten-foot space. In order to provide for adequate spacing of the units and access between the attached sticks, the preliminary plan reflects the space between the lots to be no less than ten feet.

Melwood Road and Twin Knolls Bufferyard

The buffer required along the fringe is 10 feet wide from the southern point of Melwood Road to the southern side of the only access allowed onto Melwood Road. Starting on the north side of the access, the buffer starts at 10 feet wide and increases to 30 feet wide to the edge of the fringe. The buffer is required along the entire edge of Melwood Road within the fringe by condition of this preliminary plan. The details of the buffer will be reviewed with the detailed site plan for this area, and may be modified by revisions to the conceptual site plan.

Master Plan Roadways

The plan shows MC-637, a master-planned roadway, extending north from the Town Center Core area through the Moore Property and into the Smith Home Farms site to the north. It appears that the proposed location of the roadway at the northern edge of the Moore Property does not connect to the approved continuation of the roadway through the Smith Home Farms site. It will be necessary to align the roadway in order to allow the future connection to be made. The center line of the streets should align. Because the Smith Home Farm property has preliminary plan approval the alignment on the Moore and Westphalia Center property should make the adjustment. This

shift will primarily affect the layout of the Moore Property, but could also affect the layout in the Westphalia Center property.

The preliminary plan also includes numerous lots and parcels along the master-planned roadways throughout the site. Although units should be encouraged to be oriented toward the main roadways, direct vehicular access onto the master-planned major collector roads (MC-637, MC-632) from single-family and single-family attached units is not permitted.

Recreational Facilities

Condition 19 of the CSP requires the applicant to allocate appropriate and developable areas for private recreational facilities on HOA open space land. The applicant has designated three large community recreation parcels for dedication to the HOA (two on the Westphalia Center property, one on the Moore property), as well as numerous smaller open spaces scattered throughout the Edge area. Additional recreational areas will include the open space parcels in the center of traffic circles and the Westphalia Square in the Core area. The CSP requires that a recreational facilities package be reviewed at the time of the special-purpose detailed site plan, taking into consideration the public recreational facilities that will be provided in the Westphalia Central Park to the north of the site.

8. **Environmental**—This site in the M-X-T Zone is located on the north side of Pennsylvania Avenue (MD 4), to the west of Old Marlboro Pike, and bordered by Melwood Road to the north. A review of the approved Natural Resources Inventory, NRI/094/06, indicates that streams, 100-year floodplain, wetlands, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the property. There are 158 specimen trees located on-site, which is a part of the larger Westphalia Conceptual Site Plan (CSP-07004). The site is adjacent to Pennsylvania Avenue (MD 4), which is a source of traffic-generated noise. It is also located in close proximity to Andrews Air Force Base, a source of aviation-generated noise. According to the *Prince George's County Soil Survey,* the soils found on-site are in the Adelphia, Bibb, Collington, Marr, Matapeake, Sassafras, Shrewsbury, Westphalia, and Woodstown series. According to available information, Marlboro clay does not occur on this property, but occurs just north of the site. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or adjacent to this property. Habitat for forest interior dwelling species does exist on-site. Melwood Road is a designated historic road, located to the east and north of the subject site. This site is located in the Western Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the *Prince George's County Approved General Plan.*

Sector Plan Conformance

The sector plan for this site is the *Approved Westphalia Sector Plan and Sectional Map Amendment* (February 2007). In the approved sector plan and sectional map amendment, the Transportation Systems section in the Infrastructure Element, and the Scenic and Historic Roads section in the Community Character Element contain visions, policies, and strategies that are pertinent to the review of the current application. The following policies and strategies have been

determined to be applicable to the current project. The text in **BOLD** is the text from the sector plan.

a. In the Infrastructure Element of the sector plan, Transportation; Bicycles, Pedestrian and Trails Element, Policy 3, calls for the provision of appropriate trails and bicycle and pedestrian facilities throughout the Westphalia area. Strategies to implement this vision include the following:

- **Create a system of sidewalks, bikeways, natural surface paths, and hiker/biker/equestrian paths as shown on Map 8 and described below:**

  - **Melwood Road Greenway Trail: Preserve segments of the road with a green buffer on either side as an integral part of the community's trail and greenway network. The preserved segments should be incorporated into a north/south multi-purpose path that wends through the center of the community. Sections of the trail that are not wooded and outside of the PMA may be realigned to parallel new streets, through parks, along lakes, etc., as needed to achieve the desired result. The path should extend from Old Marlboro Pike to the central park and up to the intersection of D'Arcy and Westphalia Roads. It could feature a trailhead at Old Marlboro Pike on a section of unused right-of-way east of Melwood Road. Where Melwood Road provides access to preexisting homes it may be retained as privately maintained ingress/egress easements or a county-maintained road at the discretion of the county. Access will be provided to the nearest publicly maintained road. Access points should be located to discourage through vehicular traffic.**

Melwood Road, a designated historic road, is proposed to become a greenway trail extending from Old Marlboro Pike to Westphalia Road as described in the approved sector plan. Strategies propose the preservation of segments of the road "with a green buffer on either side as an integral part of the community's trail and greenway network." This is in keeping with the historic designation of the roadway. The roadway is indicated in the Department of Public Works and Transportation Atlas as a County road.

The use of Melwood Road as a greenway trail is compatible with its historic designation, which will be discussed further in a review of the Scenic and Historic Roads section of the Community Character Element. Design elements to be considered in that review include the provision of green buffers along the trail/historic road, and the limiting and careful placement of access points to discourage through vehicular access on the trail/historic road, except for

preexisting homes. Only one access is permitted onto Melwood Road from the fringe.

b. In the Community Character Element, the Scenic and Historic Roads section calls for a vision that the most scenic features of historic roads and highway corridors are preserved or restored as an integral part of the Westphalia community. Policies and strategies to implement this vision include the following:

Policy 1: Preserve and enhance the scenic character of the MD 4 corridor viewshed.

Strategies—Implement the MD 4 scenic viewshed recommendations of the 1994 Melwood-Westphalia Master Plan (see Illustration 4) during the development review process or when the highway is improved, as follows:

- **Protect existing woodlands along the MD 4 corridor to act as a visual barrier to the fullest extent possible.**
- **Provide intensive natural screening to ensure a visual barrier between manmade structures and natural features along the corridor.**
- **Enhance the rural appearance of the highway median and corridor by expanding stands of native trees and vegetation.**
- **Encourage structures developed along the corridor to be:**
- **Positioned on midslopes (to avoid hilltops), in clusters (to avoid sprawl), and into existing landforms (to avoid major grading).**
- **Designed to fit in with the architecture, scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships.**
- **Design residential subdivisions along the north side of MD 4, between Melwood Road and Ritchie Marlboro Road, to reflect the low-density characteristics of residential development on the south side of MD 4.**

Pennsylvania Avenue (MD 4) serves as an attractive gateway to Prince George's County. A study of MD 4 prepared for the 1994 *Approved Master Plan and Sectional Map Amendment for Melwood-Westphalia (Planning Areas 77 and 78)* identified a scenic corridor of varying width that fluctuates with the rolling topography, generally extending from the highway to nearby ridges or hilltops.

Within the MD 4 corridor, the master plan study identified a scenic viewshed as seen by motorists traveling on MD 4. The eastern section of the corridor contains cultivated fields, pastures, tobacco barns, farmhouses, and historic estates that provide visual continuity and maintains the rural character. However, the visual appeal of the MD 4 corridor as it approaches the Capital Beltway, and also sections along the Capital Beltway corridor to the north, needs improvement through more effective buffering and landscaping. This buffer will be reviewed with each detailed site plan subsequent to the special purpose site plan. Review will evaluate for opportunities to preserve existing trees, establishing a building setback and provide additional landscaping to enhance the appearance on this significant gateway. The 1994 master plan contains a detailed illustration and recommendations intended to preserve and enhance the high-quality views of the area along MD 4.

Bulleted items 1–3 above recommend preserving existing trees and providing additional landscape planting of native materials to enhance the rural appearance of the highway corridor. This is consistent with a recommendation for the equivalent of a "D" bufferyard along designated scenic and historic roadways. A "D" bufferyard requires a 50-foot-wide building restriction line, and a 40-foot-wide landscape strip containing the equivalent of 160 plant units adjacent.

Bulleted item 4 above deals with the pattern of development on the site. Because the single-family residential portions of the proposed development are located north of Presidential Parkway, they will not be visible from the Pennsylvania Avenue (MD 4) corridor.

c. In the Community Character Element, the Scenic and Historic Roads section, the following policies and strategies are pertinent to the conservation of Melwood Road as a designated historic road and its adaptive reuse as a greenway trail within the Westphalia Town Center Development:

Policy 3: Preserve and incorporate the most important features of scenic or historic roads in the designs for road improvements and new development.

Strategies:

- **Maintain the designation of the four existing historic roads in the sector plan area as scenic and historic.**

- **Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads.**

- **Apply special design criteria for scenic and historic roads in the Westphalia sector plan area that provide for the necessary road improvements without compromising the valuable contribution of these roads to the community character:**

- **Avoid excessively wide roadways and limit use of paved shoulders.**

- **Adjust road design features (vertical and horizontal alignments, pavement sections, turn lanes) to the extent possible to preserve historic or scenic features and views along the right-of-way.**

- **Encourage development to be set well back from a scenic road.**

- **Use vegetated drainage swales instead of raised curbs and gutters where applicable.**

- **Preserve existing vegetation in the buffer area and add plantings to screen new development and create a wooded character along the road.**

- **Avoid large subdivision entrance features and signs.**

- **Limit the number of driveway entrances onto the roadway.**

- **Review plans to improve these roads with the M-NCPPC Historic Preservation and Public Facilities Planning Section and the Transportation Planning Section to ensure that all scenic and historic features are properly located and issues addressed.**

Policy 4: Preserve designated segments of Melwood Road as an integral part of the community's trail and greenway network.

Strategies:

- **Incorporate preserved segments into a north/south multipurpose path with a green buffer on either side that winds through the center of the community.**

- **Realign sections of the trail/lane that are not wooded and outside the Patuxent River primary management area (PMA) to parallel new streets, through parks, and along lakes as needed.**

- **Extend trail from Old Marlboro Pike to the central park and up to the intersection of D'Arcy and Westphalia Roads.**

- **Feature a trailhead at Old Marlboro Pike on a section of unused right-of-way for planned road A-37.**

- **Retain access to preexisting homes as privately maintained ingress/egress easements or county OP (other public) roads at the discretion of the county.**

    - **Provide an access point at the nearest public road.**
    - **Locate access to discourage through traffic.**

Portions of four roads in the Westphalia sector plan area were designated as scenic and/or historic roads in the 1992 *Approved Historic Sites and Districts Master Plan* and the 1994 Melwood-Westphalia master plan, including Melwood Road between Westphalia Road and Old Marlboro Pike, dating from around 1830. The sector plan includes specific guidelines to be addressed to maintain the scenic and historic qualities of this roadway.

Melwood Road runs along the eastern boundary of the project site. The southern portion of Melwood Road is adjacent to a commercial center proposed in the northwest quadrant of Public Road "O" and Melwood Road, extending up to Back Branch. Extensive improvements to the intersection of Public Road "O" and the interchange onto MD 4, which are proposed to extend up Melwood Road to provide one access point into the commercial area. Access onto Melwood Road should be limited, and moved to the south to the extent possible, to provide the greatest protection for the historic roadway. A transitional greenway buffer should be provided along the western boundary of Melwood Road through the improved and realigned section north of MD 4 up to a single entrance point allowed into the commercial center, beginning with a width of 20 feet at the southern end, and expanding to a width of 40 feet wide, subject to the provision of plant units equivalent to those for similar width bufferyards as indicated in the *Prince George's County Landscape Manual,* or as determined by the approved CSP.

Previously Approved Conditions
The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the actual text from the previous cases or plans.

Conformance with the Notice of Final Decision of the District Council, CSP-07004

3. **Prior to certification of the CSP, the Type I tree conservation plan shall be revised to:**

    a. **Show all regulated features per the revised, signed NRI.**

    b. **Show a limit of disturbance.**

c. Show the correct symbol in the legend for floodplain cleared.

d. Add the entire required standard notes for a TCP I.

e. Add the following note:

"Woodland conservation shall not be credited in easements of any kind except surface drainage easements."

f. The TCP I for the CSP shall be at the same scale as the NRI.

g. Match the graphics in the legend to the graphics on the plan (in particular, floodplain clearing).

h. Add the following note to the TCP I:

"The afforestation/reforestation areas on this plan will be reviewed in more detail during the preliminary plan review and the review of the future TCP I and TCP II. Afforestation and reforestation areas must be placed so as to provide open space, locations for utilities, sight distance, and to address aesthetic concerns throughout the site."

i. Address all other comments provided during certificate review.

j. Have the revised plans signed and dated by the qualified professional who prepared them.

A revised TCPI for CSP-07004 has not been submitted, to date, for certification of the CSP. Prior to signature approval of the preliminary plan, TCPI/014/08 for CSP-07004 will receive signature approval.

4. At least 35 days prior to Planning Board approval of the preliminary plan, a stream corridor assessment using the Maryland Department of Natural Resources protocol shall be submitted. General impacts to the entire stream valley for stream restoration shall be approved at preliminary plan. Specific impacts for stream restoration will be determined, reviewed, and approved at the detailed site plan stage. Streams shall not be piped unless absolutely necessary to address a water quality or water conveyance problem.

A stream corridor assessment stamped as received March 25, 2009 and an addendum stamped as received April 16, 2009 have been reviewed. The stream corridor assessment submitted for Moore Property is identical to the study submitted for the Westphalia Property and evaluates both Back Branch and Cabin Branch.

Three protocols were used for the stream assessment: the United States Department of Agriculture (USDA) Stream Visual Assessment Protocol (SVAP), the Pfankuch Stability Methodology, and the David Rosgen Level III Bank Erodibility Hazard Index Rating (BEHI) methodology. The combined protocols were used to predict channel instability based on visual geomorphic characteristics and are more detailed than the Maryland Department of Natural Resources protocol.

The stream corridor assessment concluded that Back Branch and Cabin Branch are highly degraded systems with long-term instability both laterally and vertically. The addendum proposes stream restoration of Back Branch only, as part of the Westphalia application.

5. Prior to acceptance of the preliminary plan package for review, NRI/094/06 shall be revised to include the information obtained from the field work with the Maryland Department of the Environment, the comments provided by the Environmental Planning Section, and the additional information on existing wetlands.

A revised NRI was signed on December 16, 2008 and was submitted as part of the preliminary plan package.

7. At least 35 days prior to the approval of the preliminary plan by the Planning Board, the applicant shall attend a joint meeting with the staff reviewers of DPW&T and the Environmental Planning Section of M-NCPPC to evaluate the results of the stream corridor assessment.

A meeting was held April 28, 2009 between the applicant, DPW&T, and M-NCPPC including Environmental Planning Section (EPS), to evaluate the results of the stream corridor assessment. The discussion focused on the stream mitigation proposed for the Westphalia property. The proposed stream valley restoration is described as a best management practice that would include restoring the existing gulley as a broader valley to convey storm events. The stream restoration, as conceptually proposed, requires the approval of federal and state agencies. It should be noted that any endorsement at the county level of such stream restoration does not preclude federal and state requirements and does not guarantee the approval of such agencies. A detailed stream restoration plan will be needed at the time of detailed site plan review and will need to be incorporated into the technical stormwater management plan. Prior to signature approval of the preliminary plan, a drainage area exhibit should be submitted depicting the existing drainage areas located on-site. The submission package for the first DSP for any area of the Westphalia Center draining into Back Branch should contain:

(1) A comprehensive and detailed stream restoration plan for Back Branch.

(2) A technical stormwater management plan which demonstrates the use of stream restoration as an innovative stormwater management technique. This plan should

address channel protection volume and conveyance of stormwater through the site. Access to conduct the proposed work should be shown, along with all required clearing and grading for the proposed work. Staging areas, phasing, and other plan details needed for construction should also be provided.

8. The stormwater management ponds shown on the TCP I with the preliminary plan and all subsequent plans shall be designed as amenities to the community to the fullest extent possible with features such as utilization of the natural contours of the site, providing extensive landscaping, providing walking trails where appropriate, and shall include the use of low-impact development stormwater management techniques to the fullest extent possible, such as the use of forebays to trap sediment, bioretention, french drains, depressed parking lot islands, native plants.

The plans, as submitted, show two ponds; one located on the northern portion of the site and the other located on the southeastern portion of the site. Stormwater facility conceptual layout renderings were submitted which show the use of forebays for both ponds. A stream restoration concept was also submitted and will need to be incorporated into the final stormwater management technical design; however, the information submitted to date meets the intent of the concept and is acceptable.

Separate conceptual stormwater facility layout renderings stamped as received on May 18, 2009 show how the ponds have been designed as amenities. The plans show the location of the proposed sidewalks, which provide access to the ponds from the surrounding roads. The plans also show several proposed seating areas and numerous plantings ranging from shade trees to aquatic plants. Prior to approval of a DSP which includes the stormwater management ponds, the design shown on the conceptual stormwater facility layout renderings should be shown on the DSP with the appropriate required details for construction.

9. At the time of review of the preliminary plan, a letter of justification shall be submitted for all proposed impacts to the regulated areas shown on the signed NRI, including the regulated areas described as Areas 1-8 on Staff Exhibit A, dated November 24, 2008. Where impacts cannot be eliminated, the letter of justification shall state the reasons and provide evidence regarding why the impacts cannot be eliminated or reduced. Such evidence could include roadway designs by the State or previously approved plans, including master plans that require or show the placement of the roadways. Evidence may also include features, such as an amphitheater, or other infrastructure in the locations shown on the conceptual site plan, as provided in CB-29-2008 and consistent with CR-2-2007.

The site is within the Patuxent River Primary Management Area (PMA) as defined in Section 24-101 of the Subdivision Regulations. Section 24-130 requires that when a property is partially or totally within the Patuxent River watershed, the preliminary plan

and tree conservation plan shall demonstrate that the PMA is preserved in a natural state to the fullest extent possible. If impacts are proposed to the PMA, a letter of justification is required to be submitted describing the impacts proposed, and justifying why they are unavoidable.

A revised letter of justification, stamped as received on April 14, 2009, has been submitted with the subject application, including an overall exhibit and 18 exhibits for individual impacts labeled 'A' through 'N'. While the proposed road network for this site follows the master-planned roadway design and aligns with the existing roads at fixed points, a different design for the use of the land pods created by these roads should be explored in the areas surrounding proposed impacts A through D. The final design for this area should be determined at the time of detailed site plan. The following is an analysis of the proposed impacts.

Impact A: The PMA in this area is comprised of a state and county regulated stream and associated buffer. Impact A proposes 0.78 acre (33,960 square feet) of permanent, on-site impacts to the PMA for the extension of Presidential Parkway, a master-planned roadway that runs east-west. The exhibit for Impact A also shows a small portion of a commercial building proposed to be located in the PMA. The justification statement does not include information pertaining to the impact proposed by the building; however, the construction of Presidential Parkway in this area will effectively eliminate the headwaters of this stream channel and drastically alter the hydrology of the area. The PMA located to the south of the road crossing will essentially be eliminated by the change in hydrology and therefore, the use of this area should not be limited. This impact because it is necessary for the construction and installation of a portion of a public roadway.

Impact B: The PMA in this area is comprised of a federal, state, and county-regulated stream, a small portion of nontidal wetlands, county-regulated floodplain, and all associated buffers. Impact B proposes 1.24 acres (54,047 square feet) of permanent, on-site impacts to the PMA for the extension of Presidential Parkway, a master-planned roadway that runs east-west, as well as the construction of an eight-foot-wide public trail. The trail is located within an existing Washington Suburban Sanitary Commission (WSSC) sanitary sewer easement which reduces impacts to other portions of the stream valley by confining the trail to an existing area of disturbance. This trail is identified in the countywide trail plan and will serve as an important pedestrian connection between the Westphalia Center and developments to the north and west.

This impact is necessary for the construction and installation of a portion of a public roadway as well as a master-planned public trail.

Impact C: The PMA in this area is comprised of a state and county-regulated stream, county-regulated floodplain, and associated buffers. Impact C proposes 0.82 acre (35,701 square feet) of permanent, on-site impacts to the PMA for the construction of the Dower House Road interchange. The State Highway Administration is slated to build the grade-separated intersection as outlined in the sector plan to provide access to the core of

the center. The grade-separated interchange will provide a safe crossing condition from the south side of MD 4.

This impact is necessary for the construction and installation of a portion of a public roadway.

Impact D: The PMA in this area is comprised of a state and county-regulated stream and associated buffer. Impact D proposes 1.00 acre (43,420 square feet) of permanent, on-site impacts to the PMA for the extension of Presidential Parkway, a master-planned roadway that runs east-west.

This impact is necessary for the construction and installation of a portion of a public roadway.

Impact E: The PMA in this area is comprised of a state and county-regulated stream and associated buffer. Impact E proposes 1.13 acres (49,047 square feet) of permanent, on-site and off-site impacts to the PMA for the construction of the Dower House Road interchange. The State Highway Administration is slated to build the grade-separated intersection as outlined in the sector plan to provide access to the core of the center. The grade-separated interchange will provide a safe crossing condition from the south side of MD 4.

This impact is necessary for the construction and installation of a portion of a public roadway.

Impacts F and G: The PMA in this area is comprised of a federal, state, and county-regulated stream, county-regulated floodplain, and associated buffers. Impact F proposes 0.06 acre (2,491 square feet) and impact G proposes 0.07 acre (2,904 square feet) of permanent, on-site impacts to the PMA for the installation of stormdrain outfalls.

These impacts are necessary to safely convey stormwater runoff to the stream.

Impacts H and I: The PMA in this area is comprised of a federal, state, and county-regulated stream, county-regulated floodplain, and associated buffers. Impact H proposes 0.85 acre (37,165 square feet) and Impact I proposes 0.08 acre (3,298 square feet) of permanent, on-site impacts to the PMA for the construction of a private road, currently labeled as “Private Road AN.” The exhibit for Impact H also shows that a stormdrain outfall is included in the disturbance calculation.

These impacts are necessary for the construction and installation of a portion of a private roadway that will provide access to the core area, as well as northern sections of the site. The stormwater outfall is necessary to safely convey stormwater runoff to the stream.

Impact J: The PMA in this area is comprised of a federal, state, and county-regulated stream, county-regulated floodplain, and associated buffers. Impact J proposes 2.11 acres

(91,917 square feet) of permanent, on-site impacts to the PMA for the construction of a public road, currently labeled as "Public Road O." This is a master-planned entrance to the Center.

These impacts are necessary for the construction and installation of a portion of a master-planned public roadway that will provide the main access to the core area and points north.

Additionally, to the north of Impacts H through K, the plan shows two ring roads around the southern portions of the two pods labeled as multifamily residential, on each side of "Public Road O." These are single-loaded roads that do not result in direct impacts because retaining walls are proposed between the proposed roads and the PMA. These roads add to the overall percentage of impervious surfaces and the amount of grading necessary for construction. These two roads do not provide additional benefits to the design and could be redesigned to provide access to the rears of the proposed multifamily residential units without completing the loop. A redesign would result in a reduction in impervious surface and a reduction in the length of retaining wall necessary adjacent to the PMA.

Prior to signature approval of the preliminary plan, the two ring roads (Private Road QQ) located east and west of Public Road O will be redesigned to provide access to the rears of the proposed multifamily residential parcels (Parcels 22 and 24) without completing the loops. The extension of Private Road QQ should extend from Public Road O in a similar alignment as shown on the preliminary plan, but only enough to serve the rear of each parcel.

Impact K: The PMA in this area is comprised of a federal, state, and county-regulated stream, county-regulated floodplain, nontidal wetlands and all associated buffers. Impact K proposes 1.11 acres (48,233 square feet) of temporary, on-site impacts and 0.61 acre (26,678 square feet) of permanent impacts to the PMA for the construction of a sewer main and stormdrain outfalls respectively.

This impact is necessary to safely convey sewage to an off-site treatment facility and to safely convey stormwater runoff to the stream.

Impacts M and N: The PMA in this area is comprised of a state and county-regulated stream, county-regulated floodplain, and associated buffers. Impact M proposes 0.13 acre (5,603 square feet) and Impact N proposes 0.09 acre (4,004 square feet) of permanent, on-site impacts to the PMA for the installation of stormdrain outfalls.

These impacts are necessary to safely convey stormwater runoff to the stream.

Impact L: The site also contains an isolated wetland that is required to be protected under Section 24-130 of the Subdivision Regulations. The Planning Board will generally not support impacts to sensitive environmental features that are not associated with

essential development activities. Essential development includes such features as public utility lines, including sewer and stormwater outfalls, street crossings, and so forth, which are mandated for public health and safety; nonessential activities are those, such as grading for lots, stormwater management ponds, parking areas, and so forth, which can be designed to eliminate the impacts. Impacts to sensitive environmental features require variations to the Subdivision Regulations. Impacts to these buffers are restricted by Section 24-130 of the Subdivision Regulations.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests. Section 24-113(a) reads:

> **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

The approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-130 could result in practical difficulties to the applicant that could result in the applicant not being able to develop this property in accordance with the approved CSP, and could further compromise safety by unduly restricting the parking capacity for this permitted use.

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;

The removal of the isolated wetland would not result in impacts that are detrimental to public safety, health, or welfare, nor would this injurious to other properties. The installation of parking facilities for a proposed pad site is required by Prince George's County to provide for public safety, health, and welfare. All designs of these types of facilities are reviewed by the appropriate agency to ensure compliance with the regulations. These regulations require that the designs are not injurious to other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The isolated wetland and its associated buffer are located in the center of a primary commercial center of the Westphalia development. There are no other properties which contain this size wetland. Federal and state permits to disturb this wetland will be required prior to permit issuance.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

Because the applicant will have to obtain permits from other local, state, and federal agencies as required by their regulations, the approval of this variation request would not constitute a violation of other applicable laws.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

If left untouched, the surrounding development would alter the hydrology currently supporting this isolated wetland and it would most likely not survive as a wetland. Without the development of this area, the property could not be properly developed in accordance with the M-X-T zoning and the approved conceptual site plan, and, as stated previously, strict compliance with Section 24-130 of the Subdivision Regulations could compromise safety by unnecessarily limiting parking capacity for this permitted use.

This is a complete impact to an isolated wetland and its associated buffer which is located in the center of a primary commercial center of the Westphalia development. Specifically, this impact is proposed for the construction of a pad site and associated parking.

The Planning Board approves Impacts A through N and the variation request for proposed Impact L.

10. No woodland conservation shall be proposed on dedicated parkland, unless written authorization from the Department of Parks and Recreation has been provided prior to Planning Board approval of the associated TCP.

Land is proposed to be dedicated to public agencies including the State Highway Administration and the Prince George's County School Board, but not the Department of Parks and Recreation (DPR); however, no woodland conservation areas are currently proposed on land shown to be dedicated to these public agencies.

11. At least 35 days prior to Planning Board approval of the preliminary plan, a Phase I noise study that addresses noise related to Andrews Air Force Base,

MD 4, and A-52 and A-66 shall be submitted. The TCP I for the preliminary plan shall show the resulting noise contours at both ground level and upper story elevations. The plan shall also illustrate conceptually how noise levels will be reduced to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for indoor living areas.

A Phase I noise study, stamped as received March 25, 2009, and an addendum, stamped as received April 16, 2009, were submitted with the subject application. A separate full-scale exhibit was included in the addendum depicting the noise contours related to traffic and Andrews Air Force Base. The noise study submitted for the Westphalia Property is identical to the study submitted for Moore Property.

The noise report and noise contours indicate that traffic-related noise contours associated with MD 4, Presidential Parkway Extended, and the proposed extension of Dower House Road are located on the Westphalia Property. The uses that abut MD 4 and Presidential Parkway are generally those that are not mitigated with respect to noise levels, with the exception of the area of proposed condominium units and townhouses north of Presidential Parkway and west of Public Road O. These residential uses are regulated with respect to noise and can be designed to meet noise standards by having the affected units face the noise source (Presidential Parkway) and placing the outdoor activity area (the backyard) behind the proposed units. The buildings themselves provide sufficient noise mitigation so that additional measures to reduce outdoor noise are not necessary.

The noise report and noise contours indicate that a majority of the site is subject to elevated noise levels from Andrews Air Force Base averaging 70 dBA Ldn or higher centrally and from 65 dBA Ldn to 70 dBA Ldn on the western portion of the property, as well as a small portion of the eastern portion of the site. Only the easternmost portion of the site, east of Public Road EE, is located outside of noise contours with a measurement of 65 dBA Ldn or higher.

Applications for all residential building permits on the Westphalia Property, with the exception of buildings located to the east of Public Road EE, will contain a certification to be submitted to M-NCPPC, prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification will state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.

12. **The preliminary plan and TCP I shall propose restoration of the stream valley for the Back Branch drainage area. Along with this innovative LID stream restoration, on-site pretreatment will be provided at each storm drain outfall in the amount of 10% of the water quality volume for that area. For this pretreatment, innovative LID techniques such as bioretention within parking lot islands, vegetated buffers, infiltration trenches or pervious pavement will be utilized in the areas draining to Back Branch between Pennsylvania Avenue and Presidential Parkway. By providing**

improved water quality and protecting the channel through stream restoration, the proposed SWM pond treating the residential area draining to Back Branch and its conveyance system can also be greatly reduced.

This condition was intended to focus on the larger land area of the CSP application and was intended to target the areas of commercial development that generally have large expanses of impervious areas for parking/loading, etc.

A meeting was held April 28, 2009 between the applicant, DPW&T, and M-NCPPC. The main topic of discussion was to evaluate the results of the stream corridor assessment and to tie the proposed mitigation and the use of other innovative stormwater management techniques into the proposed stormwater management for the Moore and Westphalia sites.

The plans, as submitted for this preliminary plan, show two ponds; one located on the northern portion of the site and the other located on the southeastern portion of the site. Stormwater facility conceptual layout renderings were submitted which show the use of forebays for both ponds. The plans also show the use of numerous water quality structures throughout the commercial area on the southern portion of the site. These low-impact structures provide water quality treatment for stormwater before it enters the stream. A stream restoration concept was also submitted and will need to be incorporated into the final stormwater management technical design. No further information is needed for review of the preliminary plan with respect to innovative stormwater management design techniques on the Westphalia Property.

13. The locations of the master-planned trails along Back Branch and Cabin Branch shall be determined at the time of preliminary plan review. The trails shall be designed to avoid the PMA to the extent possible and trail alignments along parallel roads may be utilized where necessary. Impacts to the PMA shall be addressed at that time.

The trail alignments have been shown on the TCPI, stamped as received April 14, 2009. The eight-foot-wide public trail along Cabin Branch is located within an existing WSSC sanitary sewer easement which reduces impacts to other portions of the stream valley by confining the trail to an existing area of disturbance. The trail location along Cabin Branch has been field located by county and EPS in collaboration with the engineer to minimize impacts. Three on-site stream crossings are proposed as part of the Cabin Branch trail design that will require a footbridge or similar low-impact crossing feature.

The eight-foot-wide public trail along Back Branch is located on the ring roads connecting to the sidewalk system along Presidential Parkway and extends to the trail surrounding Stormwater Management Facility 2. As discussed under Condition 9 above, the two ring roads located on each side of Public Road O should be redesigned to provide access to the rears of the proposed multifamily residential units without completing the

loops. A redesign of the ring roads should not affect the location of the stream valley trail in this area.

PMA impacts have been addressed. These trails are identified in the Countywide Trails Plan and will serve as important pedestrian connections between Moore Property, Westphalia Center, and developments to the north and west.

35. Developer shall pay a fee-in-lieu to satisfy woodland conservation requirements in accordance with CB-29-2008.

The plan shows the use of fee-in-lieu to meet the woodland conservation requirement. Council Bill CB-29-2008 allows for the use of fee-in-lieu, just as any site is allowed to use fee-in-lieu, after exhausting all other woodland conservation options.

Council Bill CB-29-2008 states "(B) For Regional Urban Community developments in the M-X-T Zone, the woodland conservation and afforestation thresholds shall be fifteen percent (15%) with no requirement for on-site mitigation. A fee-in-lieu of $0.30 per square foot shall be required."

As written this passage allows the fee-in-lieu to be provided at a rate of $0.30 per square foot, if this option is used. This provision was added due to pending legislation that proposes an increase in the fee-in-lieu. According to state law (Natural Resources Article 5-1607) and the Prince George's County Woodland Conservation and Tree Preservation Ordinance, fee-in-lieu can only be considered when all other options have been exhausted.

A statement of justification was received on May 19, 2009 that outlines some of the applicant's reasons for not using other options.

The other priorities for woodland conservation are:

1. Preservation on-site,
2. areas preserved with selective clearing to improve the forest,
3. on-site afforestation/reforestation,
4. landscaping,
5. off-site afforestation/reforestation,
6. off-site woodland conservation through preservation.

Preserving woodlands on-site is problematic because the master plan calls for a dense town center and the grading necessary to provide a cohesive design limits the opportunities for on-site woodland preservation. In a similar fashion, replanting areas to replace forests lost is difficult because of the extensive impervious areas and limited amount of planting space. Landscaping is an option that has not been fully explored and will be evaluated further at time of DSP review. Off-site woodland conservation, for the

acreages required for this project (163.43 acres), is problematic because of the limited amount of off-site woodland conservation that is currently available.

If all of the requirement cannot be met on-site, the next level of evaluation is whether the threshold amount could be met on-site. It is clear from the design that the threshold cannot be met on-site through preservation, but because the proposed landscaping has not been evaluated for credit toward meeting the threshold on-site, it is not clear at this time that the threshold cannot be met on-site. This analysis should take place at the time of DSP review.

Because this site design does not allow for the woodland conservation threshold to be met on-site and because it is important to meet the woodland conservation threshold in trees, a fee-in-lieu will only be considered once the woodland conservation threshold has been met with woodland conservation either on-site or off-site. The remainder of the woodland conservation requirement will be considered for fee-in-lieu.

Additionally, it should be noted that the use of such a large fee-in-lieu must be accompanied by the naming of a recipient that can ensure the funds are used for tree planting and/or land acquisition (for example, a local watershed society, a land trust, the Department of Parks and Recreation, etc.). It was discussed with the applicant that the future homeowners association (HOA) or whomever is the governing body of Westphalia could be provided these funds for future tree planting and maintenance of the urban forest.

Environmental Review

A signed Natural Resources Inventory (NRI/094/06-01) was submitted with the application. The -01 revision to the NRI was signed by the Environmental Planning Section on December 16, 2008. The signature approval of the NRI was based on the results of a field visit held October 14, 2008 made by representatives the applicant, stream experts (not wetland experts) from the Maryland Department of the Environment, and the Environmental Planning Section. Additional wetland information was provided by the applicant to verify the delineation of on-site wetlands per the Army Corps of Engineer's 1987 delineation manual. The site contains sensitive environmental features such as streams, 100-year floodplain, wetlands, severe slopes, and areas of steep slopes with highly erodible soils.

The forest stand delineation (FSD) report for the larger Westphalia Center describes the site as containing eight different forest stands, for a total of 440.22 acres of woodland on-site and 158 specimen trees. The dominant trees on-site are tulip poplar, red maple, sweetgum, beech, and Virginia pine. Stand A is a 108.22-acre stand of mixed early succession and immature hardwoods, including tulip poplar, sweetgum, and red maple. This stand was selectively harvested approximately five years ago. Stand B is a 212.28-acre stand of immature mixed hardwoods, also dominated by tulip poplar, sweetgum, and red maple. There is evidence of selective harvest in recent years. Stand C is an 8.73-acre stand of immature conifer dominated by Virginia pine. No logging activities appear to have occurred within this stand. Stand D is a 19.45-acre stand of early succession hardwoods including sweetgum and tulip poplar. There is no

evidence of recent logging activity and portions of this stand would be classified as interior forest habitat because areas are located more than 300 feet from the nearest forest edge. Stand E is a 5.13-acre stand of early succession conifers dominated by Virginia pine. A small portion of this stand is considered interior forest habitat. Stand F is a 43.96-acre stand of immature upland hardwoods dominated by hickory, beech, red oak, white oak, and tulip poplar. This stand is a high priority for retention due to its location next to regulated streams, wetlands, and floodplains. There are also portions of the stand classified as forest interior habitat. Stand G is a 25.84-acre stand of mature conifer forest dominated by Virginia pine. There are portions of this stand that are considered interior forest habitat. Stand H is a 16.61-acre stand of mixed hardwood dominated by sweetgum, red maple, black cherry, black locust, and tulip poplar. Portions of this stand are considered interior forest habitat. The total area of the nonforested land on the property is approximately 90.05 acres.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because it has an approved Tree Conservation Plan, TCPI/014/08. A -01 revision to the Type I tree conservation plan has been submitted. This 482.57-acre property contains a total of 413.37 acres of woodland outside the floodplain and 19.14 acres inside the floodplain according to the TCPI as submitted. The 15 percent woodland conservation threshold has been correctly calculated as 69.48 acres. As currently shown, the areas of clearing result in a total woodland conservation requirement of 204.80 acres. The plan proposes to meet the requirement by providing 22.16 acres of woodland preservation, 19.21 acres of afforestation/reforestation, and 163.41 acres of fee-in-lieu for a total of 204.78 acres of proposed woodland conservation provided. The amount of woodland conservation provided must meet or exceed the woodland conservation required.

The subject site is a portion of the overall Westphalia Center site approved with CSP-07004. The total site statistics of the subject property (specifically the acreages for the existing floodplain, the forested floodplain, and the existing forest outside of the floodplain), when combined with the site statistics of the recently submitted preliminary plan for the adjacent Moore Property (4-08018), do not add up to the total areas shown on the signed NRI for the entire property or the previously approved CSP. It is unclear on either set of plans where the discrepancy in the site statistics occurs. Revisions to one or both sets of plans are needed to account for this discrepancy, or an explanation of the missing acreage needs to be provided. The worksheet must be revised to reflect any change in site statistics.

Woodland preservation and reforestation must meet certain minimum requirements to count as woodland conservation. These requirements include, but are not limited to, the following: they must be located five feet from curbs, 30 feet from commercial/industrial buildings, ten feet from the back or front of retaining walls, they must not be fragmented in nature, not located within utility easements or on top of existing or proposed structures, and they must allow for proper sight distance at intersections.

The specimen tree table shown on the plan appears to account for all of the specimen trees located on the larger overall site. The specimen tree table should be revised to account for only the trees located on the current application or provide some indication regarding which trees are

off-site. A note needs to be located below the specimen tree table to indicate whether the specimen trees were field or survey located. It should be noted that any specimen trees located within 100 feet of the limit of disturbance (LOD) will need to be survey located prior to approval of the TCPII. These trees may require special treatment prior to and during construction. The measures necessary to ensure preservation of the specimen trees will need to be provided on the Type II tree conservation plan.

The information listed under the heading for "forest saved and counted as cleared (non-FPA)," on the cover sheet, needs to be separated into the following categories: forest preserved not counted, preservation, and forest saved and counted as cleared. The areas currently numbered under this heading should be divided among the new categories as follows: Areas 1, 2, 4, and 6 should fall under forest preserved not counted, Areas 7 and 8 should fall under preservation, and Areas 3, 5, 9, 10, and 11 should fall under forest saved and counted as cleared. These revisions should be reflected on the plan and in the worksheet. Additionally, it appears as though Area 9 was counted twice in this list. The additional area should be removed.

Several of the match lines between the sheets are not consistently shown on the adjacent sheets. All match lines must be shown consistently on all plans. The 25-foot floodplain building restriction line (BRL) appears to be shown correctly on the plan; however, there are many areas where the restriction line is not honored. Building within the 25-foot BRL for the floodplain requires a variation and none was submitted. Staff would not support this variation because it can easily be avoided on a site this size. Specifically, on Sheet 6, a building footprint needs to be removed from the 25-foot floodplain BRL.

Retaining walls are shown throughout the site. All retaining walls should be located a minimum of ten feet from the PMA or any woodland conservation area. An opportunity for reforestation is available on Sheet 5, adjacent to non-FPA 8, within and adjacent to the PMA. This would also allow for the non-FPA 8 to be counted as preservation. The clearing area label EE located on Sheet 14 needs to be moved within the area proposed to be cleared, or an arrow indicating where the clearing is to occur is needed.

The soils found to occur on this property are in the Adelphia, Bibb, Chillum, Collington, gravel and borrow pits, Matapeake, Sandy land steep, Sassafras, Shrewsbury, Westphalia, and Woodstown. Many of these soils have limitations, but they are generally well drained making them appropriate for infiltration methods of stormwater management. This information is provided for the applicant's benefit. No further action is needed as it relates to this conceptual site plan. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

An approved Stormwater Management Concept Plan and approval letter (44782-2007-00) were submitted with the subject application. The concept letter outlines the use of ponds, an underground system, a regional lake, stream restoration, or a combination of any of the above. The concept letter also states that all ponds shall have a forebay. The concept plan shows the use of two stormwater management ponds on the Westphalia property and numerous water quality structures.

9. **Community Planning—**This application is generally consistent with the 2002 General Plan (as amended by the 2007 Westphalia sector plan) Development Pattern policies for a Regional Center in the Developing Tier as defined by approval of CSP-07004.

Sector Plan: This application generally conforms to the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* policies, strategies, and design principles for mixed-use development at a General Plan Regional Center. The proposed lot, block, and street patterns establish a development pattern that generally conforms to the sector plan concepts for mixed-use development that is transit- and pedestrian-oriented with an urban character as recommended by the Westphalia sector plan.

Other Determinations: Conceptual Site Plan CSP-07004, establishes regulations for review of subsequent development applications on these properties, including this preliminary subdivision application. The development pattern proposed by this preliminary subdivision application is generally consistent with the development pattern concepts of the sector plan as approved in CSP-07004. The preliminary plan of subdivision should:

a. Establish the timing criteria for dedication of the future library and site.

b. Establish timing criteria for dedication of the elementary school site so that the needed school facilities can be provided concurrently with development of this neighborhood.

c. Require that, prior to approval of a special-purpose detailed site plan, proposed Parcel T-1 is subject to CSP-07004, Condition 16.a., which requires evaluation of accessibility, safety, and traffic control needs for the circular public space (park) within public road MC-637 (Dower House Road), or to propose an alternative road design or location for the public spaces. This study may affect the proposed road design and lot patterns in this area.

d. Revise maps for both preliminary plan of subdivision applications (4-08002 and 4-08018) to show high noise areas where interior acoustical buffering should be required for all structures. Flight operations at Andrews Air Force Base yield high noise impacts (65–70 dBA Ldn and 70–75 dBA Ldn) on the western portion of these applications.

e. Show the master plan right-of-way alignment for proposed roads A-67/MC-631 (Suitland Parkway Extended) and MC-634 (Presidential Parkway and Presidential Parkway Extended) on application 4-08002.

f. Acknowledge that a minimum of four acres will be dedicated to public use for a transit center †[~~within proposed Parcel 28~~].

†Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

The 2002 General Plan locates this property in a Regional Center along the MD 4 Corridor in the Developing Tier. The vision for Centers and Corridors is mixed-residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The preliminary plan is consistent with the recommendations of the General Plan as proposed with the mix of uses in a highly-dense urban environment, with a strong emphasis on transit.

The property is located within the limits of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment,* in Planning Area 78 in the Westphalia community. The recommended land use is for an urban, mixed-use town center with a defined Core, Edge, and Fringe, including mixed-residential and nonresidential uses at medium to high densities and intensities, ample public spaces suitable for public events, and a strong emphasis on pedestrian- and transit-oriented design as approved with CSP-07004, and to which this preliminary plan conforms.

Sector Plan Map 7A: The Metro Line Extension shows a transit station location on the north side of MD 4, east of the proposed Dower House Road interchange at the edge of the Center Core area, initially as a park-and-ride/bus transit site that could evolve into a rail station extended from the Branch Avenue Metro Station as the town center develops. †The location shown for the transit center on Map 7A is conceptual in nature.

†[~~The transit site is shown on approved CSP-07004 as within proposed Parcel 28 in application 4-08002, but there is no acknowledgement on the preliminary plan of a transit facility to be dedicated for public use at this site as required by CSP-07004, Condition 16 e and CSP Condition 38 requires a minimum of four acres for the transit facility.~~] The transit site is also shown conceptually on approved CSP-07004. Condition 16e of the CSP requires dedication of the transit center, and CSP Condition 38 requires a minimum of four acres for the transit facility. With the reconsideration of this PPS, approved on April 13, 2023, the transit center will be relocated to the west side of the overall development, within the Fringe area. Prior to signature approval, the four-acre transit site should be located on the preliminary plan. The parcel should have frontage on and the ability for direct vehicular access to a dedicated public street and labeled to be dedicated to public use. This revision will result in an additional parcel being created with this preliminary plan or 410 parcels total.

†**Summary of April 2023 Reconsideration:** Between approval of the PPS in 2009, and the reconsideration in 2023, the *Plan Prince George's 2035 Approved General Plan* (Plan 2035) was approved in 2014. Plan 2035 reclassified the Westphalia Center as a local center and, specifically, a town center. The different classifications of centers have a significant effect on the kind of development envisioned for the Center, and the kind of transportation envisioned to serve the

Center. Defining characteristics of local centers include: a new housing mix of low-rise apartments and condos, townhomes, and small, single-family lots ranging from 10 to 60 dwelling units per acre; a floor area ratio for new commercial development ranging from 1.0 to 2.5; and development that is largely automobile-oriented with access from arterial highways, with limited bus service along with on-demand bus service (Plan 2035, page 108; also Map 11: Growth Policy Map, page 107). Plan 2035 represents a new vision for future growth and development in the County, as well as new implementation tools, priorities, and strategies. All planning documents which were duly adopted and approved prior to the date of adoption of Plan 2035, including the sector plan, remain in full force and effect, except the designation of tiers, corridors, and centers, until those plans are revised or superseded by subsequently adopted and approved plans (Plan 2035, page 270). Since the sector plan's recommendation for a transit center arises from the Westphalia Center's former designation as a regional center, the Westphalia Center's reclassification as a local (Town) center was found to be good cause for reconsideration of the PPS, as the issue of what kind of transit is needed to serve the Center in order to conform to the sector plan, and what facilities would be needed to support that transit, should be reexamined. The recommendations of Plan 2035 are new factual information not available in 2009, and ensuring that appropriate transit facilities are planned for the Center, given the density and intensity envisioned in Plan 2035, is in the public interest.

†The applicant proposed to relocate the transit center to a new site located near the western end of the development, in the Fringe area of the Westphalia Center, identified as Part of Lot 7. The applicant submitted an exhibit showing the proposed site. A revised PPS showing the new site for the transit center shall be submitted for signature approval.

†The request for reconsideration was referred to the Washington Metropolitan Area Transit Authority (WMATA), the Maryland Department of Transportation (MDOT), including the Maryland State Highway Administration (SHA) and Maryland Transit Administration (MTA), and the Prince George's County Department of Public Works and Transportation (DPW&T), to determine whether the agencies operating public transit in the County concurred with the new proposed location. WMATA and MDOT did not provide any information objecting to the proposed location. DPW&T provided a response endorsing the proposed location.

†DPW&T supports the identified property for use as the transit center due to its location and size. The property has significant frontage on Presidential Parkway, a fully developed major collector roadway, and it is located close to the proposed interchange at MD 4 (Pennsylvania Avenue) and MD 337 (Suitland Parkway). The interchange is currently under design by SHA and is fully funded for construction. The property's major collector frontage and its proximity to the interchange make it ideal for connecting to MD 4 and MD 337, which are two major freeways.

†Though DPW&T did not specify exactly what kind of transit might use the transit center, the Planning Board finds that locating the transit center close to the interchange would be ideal for

certain kinds of transit service, especially bus services, as the transit center could distribute service through those freeways throughout the County. Further, the 7.66-acre property meets the required 4-acre minimum, and the land area provided will allow the eventual operator of the facility flexibility in its design and operation. This is necessary as it is still unknown what exact kinds of transit may use the facility. The property is located in the fringe area of the Westphalia Center instead of the core area (as identified in the sector plan); however, there are commercial, residential, and future industrial uses in close proximity which could have pedestrian and bicycle access to the transit center. Transit service could be extended down Presidential Parkway to serve the core area of the Westphalia Center, including the existing and future residential uses and any future commercial or industrial uses which may develop.

†It is not clear that the site is ideal for rail-based transit, as there are no existing or planned rail rights-of-way serving the Westphalia Center. The sector plan speaks of prior discussions with WMATA and MDOT on possible rail extension options and includes recommendations to plan for extensions of the Green Line, Blue Line, and/or Purple Line (pages 39 and 43; a conceptual extension of the Green Line is mapped on page 44). However, planning for such rail extensions is beyond the responsibility of the applicant, and as of the approval of the reconsideration, no public agency has ever released any plans detailing the functionality or future alignment of any transit facility to service this area. The Westphalia Center's reclassification as a town center deprioritizes planning for rail-based transit, as Plan 2035 does not envision such centers to be served by rail transit, instead prioritizing limited and on-demand bus service. The supported location of the transit center could readily support such bus service. The sector plan discusses a possible bus rapid transit route between the Westphalia Center and Largo Town Center, which could also be accomplished with the transit center's supported location.

†With the reconsideration, Condition 19 of this resolution is amended to provide for the new location and specify that the property shall be dedicated or conveyed to the operating agency upon their providing written notice to the applicant. Condition 19 also provides a mechanism for approval of further relocation of the transit center should such a relocation mutually be deemed necessary by the applicant and the operating agency. It is expected that DPW&T will be the eventual operating agency for the transit center, however, approval to relocate the site to the one endorsed by DPW&T does not preclude another public transit agency from accepting the conveyance.

Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC-632, including traffic calming devices, should be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by DPW&T (CR-2-2007 (DR-2), Finding (d), p. 6 and SMA Amendment 1, pp. 9-10).

†Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

Sector Plan Map 9, Public Facilities, shows that a number of public facility sites are recommended within this Center. Specifically, the timing for conveyance of the public library to the Prince George's County Memorial Library System (PGCMLS) should be established at this time. Consideration may be given to co-location on property to be dedicated to the HOA, as to be determined by agreement between the Library System and the HOA.

Development Pattern Element Policy 1, Strategy 2 recommends: "A minimum of one public space in a prominent, centralized location of the town center core at a minimum of three acres in size." Approved CSP-07004 shows three to five public spaces in the center core totaling more than three acres, the largest of which is 1.7 acres emulating the design of DuPont Circle in the District of Columbia. It is located across the street from another relatively large public use facility—the library. The distribution of useable public spaces has some advantages in terms of accessibility to people in and around the core area. The main concern is that the proposed 1.7-acre space is located in the midst of a major collector road (MC-637) somewhat north of the Dower House Road interchange. Unlike DuPont Circle, it will not have an underpass for through traffic. As such, there is a question as to the volumes of traffic involved, the safety of accessibility, and the traffic control methods that may be needed. Pursuant to CSP-07004, Condition 16 a., these issues are to be addressed prior to approval of a special-purpose detailed site plan, and if necessary an alternative road design or park site identified. This requirement with respect to the traffic circle/park on proposed Parcel T-1 may affect the proposed road design for MC-637 and adjoining lot lines for proposed Parcels 3, 35, 36, 6 and 9 or other parcels within this application if the proposed park feature needs to be relocated.

The 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* rezoned the subject property from the I-3 and R-A Zones to the M-X-T Zone. The concepts and illustrations approved by CSP-07004 are consistent with and supersede those shown in the approved sector plan. The preliminary plan is consistent with those approvals.

The 2002 General Plan (as revised by the 2007 Westphalia sector plan) recommended a "Possible Future Community Center" along the north side of MD 4 between Westphalia Road and Woodyard Road. This section of MD 4 is also identified as a limited access Corridor for concentrations of mixed-use, transit-oriented development in the vicinity of major intersections. Evaluation of these General Plan recommendations in the context of preparing the 2007 Westphalia Sector Plan and SMA resulted in an amendment to the General Plan designating the Westphalia Center as a Regional Center with slightly different boundaries than indicated on Map 1 in the 2002 General Plan. The revised boundaries incorporate all of the property subject to CSP-07004, and approximately 70 to 80 acres of property adjoining to the north, known as the Smith Home Farms project, which was approved for the R-M Zone by application A-9965-C prior to approval of the Westphalia Sector Plan and SMA. Except for the redefined Regional Center area, the Corridor designation along MD 4 remains as originally designated in the 2002 General Plan. Center Core, Edge, and Fringe boundaries are defined in approved CSP-07004 and should be clearly labeled on the preliminary plan of subdivision.

The 2007 Westphalia Sector Plan and SMA was approved by CR-2-2007 (DR-2) and establishes the policies, strategies, and design principles for development of the General Plan designated Regional Center at Westphalia. The intent of these policies and strategies is to ensure development of an urban town center with a defined Core and Edge and a moderate- to high-intensity, vertical and horizontal mix of commercial and residential uses that are transit-supportive and transit- and pedestrian-oriented. Amenities and characteristics of urban, rather than suburban, development patterns are sought. The preliminary plan is not inconsistent with this recommendation.

Subsequent to approval of the Westphalia sector plan, Council Bill CB-29-2008 (Section 27-544) established a new use in the Zoning Ordinance, a Regional Urban Community as defined in Section 27-107.01(a)197.1. This new legislation contains regulations that address the percentage of attached dwelling units, woodland conservation and afforestation, stormwater management, lot lines and building setbacks from floodplains, number of townhouses in a row, parking calculations, townhouse building width and living space, building setback from rights-of-way, public maintenance of streets in the core area, and landscaping, as discussed above. This preliminary plan of subdivision application meets the criteria for a Regional Urban Community as described above.

The 530-acre CSP-07004 application for Westphalia Center, which encompasses Preliminary Plans of Subdivision 4-08002 and 4-08018 (Moore Property), received final approval by the District Council on May 19, 2009. Approved CSP-07004 identifies and discusses each of the policies, strategies, and design principles under the Development Pattern Element that apply to the Westphalia Center, and includes numerous illustrations that clarify the intended character of development. Conceptual Site Plan CSP-07004 also establishes a set of design standards based on adjoining street classifications as criteria to guide review of subsequent development applications, e.g. subdivision, detailed site plan, and building permit. In general, the two preliminary plan of subdivision applications are consistent with CSP-07004, which established regulations for subsequent review of development applications for subdivision and detailed site plans, and thus conformance with the intent of sector plan recommendations. The included charts, maps, and illustrations within CSP-07004 (as revised by Council approval) are established as concepts and guidelines to be referenced for subsequent review of subdivision and detailed site plan applications regarding the intended character of urban development patterns sought in the Westphalia Center.

Westphalia Sector Plan, Development Pattern Element, Policy 3 states: “Ensure high-intensity commercial and office development in the first phases of town center construction.” Strategies to implement Policy 3 are: “Identify and reserve sites specifically and exclusively for high-intensity office, high-intensity mixed use, and high-density residential uses in the town center core”; and “In the site plan and subdivision review and approval processes, define and require high-intensity office and retail construction in the town center core prior to or in conjunction with specified levels of residential construction.” Council Resolution CR-2-2007 (DR-2), Adopted Sector Plan Amendment 1 (p. 7, line 3) further states: “Add text to clarify the phasing of commercial development in the Westphalia Town Center to ensure that such development precedes or occurs concurrently with and in proportion to residential development.”

Approved CSP-07004, Condition 31, establishes a phasing plan for the Westphalia Town Center as a whole to ensure that the recommendations of the Westphalia sector plan regarding the timing and location of commercial and residential development are met. Review of the detailed site plan(s) should ensure conformance to the required phasing plan.

The Westphalia Sector Plan, Public Facilities Element, Policy 4 states: "Enable cooperative planning and shared implementation of public infrastructure improvements and mitigations among individual parcels." The strategy under Policy 4 is: "Conduct a comprehensive public facilities plan analysis to establish the appropriate method, staging and financing mechanism that ensures provision of the aforementioned public facilities concurrently with development of new homes and businesses." Concurrent with preparation of the sector plan, a Public Facilities Financing Program study was prepared and reviewed by the Planning Board and County Council (Public Record Exhibit 73). Subsequently, a Westphalia Public Facilities Financing Plan Stakeholder Work Group was established to prepare a public facility financing program that can be implemented which calculates and finances costs for county facilities and infrastructure among public and private stakeholders on a "fair share" basis to the greatest extent possible. The stakeholders have held meetings throughout 2008 and have updated cost estimates for needed public infrastructure beyond that normally required of development projects (such as gaps in road and trail improvements), identified shared financing and bonding strategies, as well as shared costs savings and incentive strategies. Phasing, marketing, branding, and management strategies are also under discussion.

To date, there has been no agreement on a new shared funding strategy or approach. New public facility improvements not currently required of development proposals still need to be funded and built according to the standard approach of programming for construction via the County Capital Improvement Program (CIP) using general obligation bonds financed by tax revenues. The ongoing credit crisis and the downturn in the real estate market has slowed the work of the stakeholder work group, and forced a rethinking of its approach. Meetings of the stakeholder work group were suspended at the end of 2008, but it is intended that meetings will resume in the latter part of 2009 to address issues outlined above and propose a financing program that will promote concurrent improvement of public facilities and infrastructure on a comprehensive basis for the Westphalia area. Approval of the CSP acknowledged that creative financing for public infrastructure in the Westphalia sector plan area is still anticipated on a fair share basis as financing programs and methodologies are proposed and implemented, and as subsequent development review procedures are encountered. Until such a program is approved by county officials and implemented, the promise of a public facility financing program cannot be relied upon to satisfy findings for adequate public facilities required under the Zoning Ordinance or the Subdivision Regulations, as it is not in this preliminary plan of subdivision.

10. **Parks and Recreation—**The staff of the Department of Parks and Recreation (DPR) has reviewed the above referenced preliminary plan. The review was in consideration of the recommendations of the *Prince George's County Approved General Plan, Approved Westphalia Sector Plan and Sectional Map Amendment* for Planning Area 78, conditions of approved Conceptual Site Plan CSP-07004, The Land Preservation and Recreational Program for Prince

George's County, current Zoning Ordinance and Subdivision Regulations, and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.

The preliminary plan shows a mix of residential and nonresidential uses with a defined Core, Edges, and Fringe areas with medium- to high-densities and intensities. The subject property is south of and adjacent to the Smith Home Farm Development (4-05080). The Cabin Branch Stream Valley will provide a stream valley pedestrian and hiker/biker trail connector from the town center to the future Westphalia Central Park located within the Smith Home Farm Development.

The Westphalia sector plan goals, policies and strategies related to park and recreational issues are:

- Create public and private parks, open space, and recreational facilities sufficient to meet the needs of the current and future residents of the Westphalia sector plan area.

- Create a park system consisting of 1,850 acres of public and private parks and green spaces.

- Ensure development of the parks system that result in central green spaces which serve to unite the Westphalia community and its surrounding neighborhoods.

- Designate the Westphalia Central Park and Cabin Branch Greenway as community focus areas. These parks should become a regional draw and icon for Westphalia.

- Ensure major development projects are adequately integrated into the implementation of the sector plan parks system recommendations.

- Ensure the proper financing, construction, and maintenance of the proposed park system.

- Develop and finalize a comprehensive public facilities plan that includes detailed recommendations for the financing mechanisms, phasing, construction, and maintenance of the proposed park facilities.

The Westphalia sector plan established design principles for the Westphalia Town Center to promote the development of quality public spaces such as:

- Design a minimum of one public space in a prominent and centralized location of the town center core at a minimum of three acres in size.

- Develop numerous smaller public spaces such as plazas, courtyards, and green spaces of approximately one-quarter to one-half acre in size.

- Develop in a way that promotes walking and transit use and provide high levels of pedestrian accommodation, safety, and amenity.

The Westphalia sector plan and sectional map amendment indicates that these squares, plazas, etc. should be privately-owned and maintained spaces designed and programmed to host community events.

Amendment 8 of Council Resolution CR-2-2007 for the adopted Westphalia sector plan, revised the adopted plan parks and recreation element text to:

> **Revise the plan text to specify that a parks fee of $3,500 per new dwelling unit (in 2006 dollars) is required to construct the public parks facilities recommended for the sector plan area.**

The Westphalia sector plan and sectional map amendment anticipated that the major recreational needs of the residents of the town center will be addressed by contribution of the funds for the development of the 174-acre "Central Park," a single major recreational complex to serve the entire Westphalia Area.

The Westphalia Central Park will be located 1,100 feet north of the northern boundary of this project, within the limits of the approved Smith Home Farm development (4-05080). The central park will be accessible to the residents of the town center through a system of roads and pedestrian and hiker/biker trails. A large urban park will serve as a unifying community destination and amenity for the entire Westphalia sector plan area. The park concept plan shows a large 34-acre lake and surrounding recreational facilities with a waterfront activities center, restaurants, open play areas, an amphitheater for large public events, a recreational center, a tennis center, an adventure playground, ball fields, group picnic areas, an extensive trail network providing recreational opportunities, and a pedestrian connection to the town center and surrounding residential development.

The following conditions of Conceptual Site Plan CSP-07004, address park and recreational issues:

> **19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and property siting prior to approval of the detailed site plan by the Planning Board.**
>
> The applicant's proposal includes two circular urban parks, green spaces/plazas, boulevards, and pocket parks. The applicant also proposes construction of three privately operated and maintained community centers in the residential portion of the development, located on the edge of the town center. The applicant proposes that the Westphalia Center

Business and Homeowners Association maintain all proposed private recreational facilities on-site.

22. Prior to the first final plat of subdivision, the applicant shall enter into an agreement with the Department of Parks and Recreation (DPR) establishing a mechanism for payment of fees into an account administered by the M-NCPPC or provision of in-kind services. The agreement shall note that the value of the in-kind services shall be determined solely by DPR. DPR decisions regarding choice and value of in-kind services are appealable to the Planning Board. The agreement shall also establish a schedule of payments and/or a schedule for park construction. The payment or construction schedule shall include a formula for any needed adjustments to account for inflation. The agreement shall be recorded in the Prince George's County land records by the applicant prior to final plat approval.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the buildings shall be determined with the review of the special-purpose detailed site plan.

29. The applicant shall make a monetary contribution into a "park club." The total value of the payment shall be $3,500 per dwelling unit in 2006 dollars. The applicant may make a contribution to the park club or provide an equivalent amount of in-kind services for the construction of the recreational facilities in the central park. Monetary contributions may be used for construction, operation, and maintenance of the recreational facilities in the central park and/or other recreational amenities that will serve the Westphalia Study Area. The park club shall be established and administered by the Department of Parks and Recreation. The choice between a monetary contribution and the provision of in-kind services shall be at the sole discretion of the Department of Parks and Recreation. The value of in-kind services shall be reviewed and approved by DPR staff. DPR decisions regarding choice of contributions and the value of in-kind services are appealable to the Planning Board.

Condition 29 was proposed and adopted by the Planning Board. In order to clarify the third sentence in this condition which states: "Monetary contributions may be used for construction, operation, and maintenance of the recreational facilities in the central park and/or other recreational amenities that will serve the Westphalia Study Area," staff notes that "the other recreational amenities" are public recreational amenities which will serve all residents of the Westphalia Study Area. For example, the three proposed community buildings and recreational amenities in Westphalia Center will be used and maintained by the members of the homeowners associations (HOA) and will not be available to the general public and all residents of the Westphalia Study Area; therefore, the applicant would not receive a credit toward the required monetary contribution for the public

recreational facilities, which will serve the general public and existing and future residents of the entire Westphalia Study Area, for the fulfillment of the requirements of the mandatory dedication of parkland (Section 24-134 of the Subdivision Regulations). Mandatory dedication requirements are a required adequacy finding for the approval of a preliminary plan of subdivision. In this case, consistent with Condition 30 below, staff is recommending the provision of private on-site recreational facilities for the fulfillment of Section 24-134, separate from the CSP Condition 29 above, which is unrelated.

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package.

At the time of the special-purpose detailed site plan, the private recreational facilities package will be reviewed to ensure that the recreational facilities are not duplicated in the Westphalia Central Park and acknowledge the contribution of $3,500 toward construction, operation, and maintenance of the public recreational facilities in the central park and/or other public recreational amenities in the Westphalia Study Area.

Further, in regard to Section 24-134 of the Subdivision Regulations, the mandatory dedication requirement is met by the provision of private recreational facilities on-site, taking into consideration the dense urban nature of the site. Review of the private recreational facilities will be evaluated with the special-purpose detailed site plan required by the approval of the CSP.

In summary, the combination of private recreational facilities and a monetary contribution of $3,500 per dwelling into a "park club" for the construction and maintenance of the recreational facilities in the central park and other public amenities in the Westphalia Study Area will satisfy the recreational needs of Westphalia Center as established in the CSP and as required by Section 24-134 of the Subdivision Regulations, respectively.

11. **Trails—**The 2002 General Plan designates MD 4 as a Corridor and also identifies a community center north of MD 4 in the vicinity of the subject site. The site is adjacent to the proposed Smith Home Farms and Woodside Village developments, as well as the existing Presidential Corporate Center. Master plan trails issues that impact the subject application include the following:

Back Branch Stream Valley Trail
Cabin Branch Stream Valley Trail
Melwood Legacy Trail/Bikeway
Presidential Parkway (MC-634 and A-66) Sidepath/Wide Sidewalk
MC-632 Wide Sidewalk and Designated Bike Lanes

MC-637 Bikeway Corridor
C-636 Bikeway Corridor

Road cross sections were approved as part of CSP-07004 on the Street Sections Sheet. These cross sections were further amended by the conditions of approval regarding the width of sidewalks and optional zone width.

Stream Valley Trails: The approved Westphalia sector plan recommends master plan trails along both Cabin Branch and Back Branch. Condition 13 provides guidance for the location of the master plan trails.

> **13. The locations of the master-planned trails along Back Branch and Cabin Branch shall be determined at the time of preliminary plan review. The trails shall be designed to avoid the PMA to the extent possible and trail alignments along parallel roads may be utilized where necessary. Impacts to the PMA shall be addressed at that time.**

The master plan trail along Back Branch will be constructed on HOA land and along proposed roadways. Where the trail is along proposed roads, the street section shown in Illustration 3 of the approved Westphalia sector plan shall be used (Sector Plan, p. 29). The alignment of the Back Branch Trail as shown on the submitted Trail Alignment Exhibit is appropriate. This trail will largely follow proposed roadways and should utilize the cross section included in the sector plan.

The location of the trail along the Cabin Branch received additional focus in consideration of a desire to preserve the stream valley corridor, the desire for a trail within the wooded stream valley, and the location of several retaining walls proposed along that corridor. The submitted trails exhibit shows a conceptual alignment following the stream valley, but did not determine the specific alignment of the trail.

The Cabin Branch Trail should be located within the existing sewer easement. This easement runs along a portion of both the Westphalia Center and Moore Property and also crosses over Cabin Branch onto the adjacent Smith Property. This easement should serve as a suitable trail location for all or a majority of the trail for both the subject site and the adjacent Smith Property to the north and northwest. Staff walked the proposed trail alignment with the applicant and is in agreement that the utility right-of-way will serve as a suitable trail corridor through Westphalia Center, Moore Property, Smith Property, and to the planned central park. The applicant has marked and labeled the location of the trail on the TCP. The location of the stream valley trails should be marked and labeled on the approved TCP to allow for a more detailed analysis of the relationship of the trail to planned buildings and preserved environmental features. Timing of the stream valley trail construction should be determined at the time of the special purpose DSP. The alignment of the trail within the right-of-way may have to be shifted slightly in order to avoid impacts to the utility line and preserve WSSC access to their facilities (see attached e-mail from WSSC).

It should be noted that approved Preliminary Plan 4-05080 for the Smith Property requires the construction of the Cabin Branch Trail along that site's portion of Cabin Branch (Condition 13, PGCPB Resolution No. 06-64). However, a final alignment was not determined with the review of the preliminary plan of subdivision. The trail is most appropriate along the sanitary sewer easement that runs along the creek. This alignment should be acceptable from a planning and environmental perspective on all three properties. The trail will cross Westphalia Center, Moore Property, and Smith Property before entering the planned central park.

Master Plan Bikeways: Master plan roadways A-66, MC-634, MC-632, and MC-637 reflect designated bike lanes and six-foot-wide sidewalks on the approved CSP. The sidewalk along the north side of both A-66 and MC-634 should be widened to eight feet to accommodate the master plan trail. Master plan bikeway C-636 includes six-foot-wide sidewalks along both sides. The bikeway signage should designate the bikeway along this residential road. The sidewalks along MC-632 should be widened from six to eight feet in width. Major Collector Road MC-632 is a major north-south corridor through the town center and is also designated as a master plan trail corridor. Standard or wide sidewalks are generally provided along all roads. Designated bike lanes are also included with some cross sections. Designated bike lanes are included on road cross sections for Urban Major Collector Roads (MC-632, MC-634, and MC-637), Urban Arterial Roads (A-52 and A-66), and Urban Major Collector Road, Residential (MC-637 (Residential)).

Melwood Road: The subject site is adjacent to approximately 6,500 linear feet of Melwood Road. The Westphalia sector plan includes the following recommendation regarding the utilization of this road as a trail/bikeway corridor:

> **Melwood Road Greenway Trail: Preserve segments of the road with a green buffer on either side as an integral part of the community's trail and greenway network. The preserved segments should be incorporated into a north/south multi-purpose path that wends through the center of the community. Sections of the trail that are not wooded and outside of the PMA may be realigned to parallel new streets, through parks, along lakes, etc., as needed to achieve the desired result. The path should extend from Old Marlboro Pike to the central park and up to the intersection of D'Arcy and Westphalia Roads. It could feature a trailhead at Old Marlboro Pike on a section of unused right-of-way east of Melwood Road. Where Melwood Road provides access to preexisting homes it may be retained as privately maintained ingress/egress easements or a county-maintained road at the discretion of the county. Access will be provided to the nearest publicly maintained road. Access points should be located to discourage through vehicular traffic. (Sector Plan, p. 28).**

It appears that the entire portion of Melwood Road that abuts the subject site provides access to pre-existing homes and therefore, will be maintained for ingress-egress to these lots. In keeping with the recommendation of the sector plan, bikeway signage should be provided along the site's segment of the roadway.

To the north of the subject application, the Melwood Legacy Trail will be accommodated with a sidepath parallel to MC-632. The Smith Home Farms development will also preserve a segment of the road as a trail corridor within an open space greenway.

Sidewalk Connectivity: The sidewalk network is a crucial component of providing a walkable town center. Roads should be designed to accommodate bicyclists, pedestrians, and ADA (Americans with Disabilities Act) users, in addition to automobiles. A comprehensive network of sidewalks can ensure that nonmotorized access is possible throughout the subject site and surrounding developments. The subject application includes detailed road cross sections that incorporate facilities for pedestrians and bicyclists. Standard or wide sidewalks are provided along all roads. Designated bike lanes are also included with some cross sections. Designated bike lanes are included on road cross sections for Urban Major Collector Roads (MC-632, MC-634, and MC-637), Urban Arterial Roads (A-52 and A-66), Urban Major Collector Road, Residential (MC-637 (Residential)). Condition 1.g. of approved CSP-07004 decision requires a minimum width of eight feet for the urban sidewalks along the north-south urban mixed-use roads.

The "typical alley" is the only proposed road cross section that does not include accommodations for pedestrians or bicyclists. Sidewalks are included along all other roads and in some cases extensive streetscape improvements are included. The sidewalk network proposed by the applicant is comprehensive and will complement the master plan trails proposed for the site. A few roadways should include wider sidewalks than what is currently shown on the subject application because of density or master plan trail recommendations.

The Westphalia sector plan designates MC-634, MC-637, MC-632, C-636, and A-66 as bikeway corridors. Master plan roadways MC-634 and A-66 are continuations of Presidential Parkway, which exists to the west of the subject site. Existing Presidential Parkway includes an eight-foot-wide, asphalt sidepath along its northern edge to the west of Westphalia Center. A continuation of this facility onto the subject site along both MC-634 and A-66 (Condition 32.c., CSP-07004), should be provided.

As noted above, approved CSP-07004 included several conditions of approval regarding sidewalk and trail facilities. These include Condition 1.e–h, 1.n., 13, 16c. 21, 32, and 33. These conditions are still applicable.

It should be noted that the applicant has provided a Trail Alignment Exhibit. This exhibit shows all master plan trails and bikeways for Westphalia Center and Moore Property. The more detailed alignment of the stream valley trails is reflected on the submitted TCP for each plan. The special-purpose DSP needs to be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

The extensive sidewalk and bicycle facilities should be accessible to the public as part of the larger, countywide trail network. As much of the pedestrian and trail network as possible should be open and accessible to the public. If the Department of Public Works and Transportation (DPW&T) will not maintain the pedestrian zone/streetscape, public use easements for the

sidewalks may be recommended at the time of review of the special-purpose DSP, to ensure that they are reflected on the final plat(s). Pedestrian safety features will be an important component of the street network. Curb bumpouts, decorative crosswalks, raised crosswalks, pedestrian safety features, pedestrian refuges, and pedestrian amenities should be considered at the time of detailed site plan.

The road cross sections shown on the submitted circulation plan provide standard or wide sidewalks along all roadways, and designated bike lanes are provided throughout the town center.

12. **Transportation—**On December 18, 2008, the Prince George's County Planning Board approved CSP-07004. Pursuant to PGCPB Resolution No. 08-189, the CSP was approved with numerous transportation-related conditions. Among those conditions was a trip cap limiting the total development within the 530.27-acre property to uses which generate no more than 7,149 AM peak-hour trips, and 8,910 PM peak-hour trips, in consideration of the approved trip rates and methodologies for computing pass-by and internal trip capture rates. 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.

The subject application reflects a preliminary plan consisting of 482.57 acres. The remaining 47.70 acres represent an adjacent Preliminary Plan of Subdivision (Moore Property 4-08018), which is being processed concurrently with the subject application. Because the properties in these preliminary plans were the subject of a trip cap under approved CSP-07004, the trip caps of both properties combined cannot exceed the cap mandated in the approved CSP application.

TRAFFIC IMPACT STUDY

Subsequent to the traffic impact study used to support the approval of CSP-07004, the applicant prepared and submitted a traffic impact study with a date of March 2009.

Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
1 - MD 4 & Forestville Road	**F/1615**	**D/1363**
2 - MD 4 & Westphalia Road/Old Marlboro Pike	C/1205	**D/1305**
3 - MD 4 & Suitland Parkway	**F/1647**	**E/1585**
4 - MD 4 & Dower House Road	**F/1868**	E/1496
5 - MD 223 & Old Marlboro Pike – MD 4 WB On-Ramps **	B/13.8 seconds	**B/11.3 seconds**
6 - MD 223 & MD 4 WB Off-Ramps **	C/17.5 seconds	**C/16.8 seconds**
7 - MD 223 & MD 4 EB On-Ramps **	D/34.9 seconds	**C/23.6 seconds**
8 - MD 223 & Marlboro Pike – Osborne Road	C/1175	C/1168
9 - MD 223 & Perrywood Road **	F/73.6 seconds	D/27.7 seconds
10 - MD 223 & Dower House Road	B/1017	**B/1145**
11 - MD 223 & Rosaryville Road	B/1100	**D/1304**
12 - Old Marlboro Pike & Ritchie Marlboro Road	D/1303	**D/1402**
******Unsignalized intersections are analyzed using the Highway Capacity software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1,450 or less is deemed acceptable as per the *Guidelines.*		

The traffic study identified forty background developments (including Moore Property—a pending preliminary plan of subdivision) whose impact would affect some or all of the study intersections. Additionally, an annual growth rate of 2.0 percent per year (between 2009 and 2019) was applied to the existing traffic counts along MD 4 and MD 223, and 1.0 percent per year along the other roads. A second analysis was done to evaluate the impact of the background developments on the existing infrastructure. By definition, a background analysis evaluates traffic by combining existing traffic with projected traffic from approved developments. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
1 - MD 4 & Forestville Road	**F/2257**	**F/1909**
2a - MD 4 WB Ramps & Westphalia Road 2b - MD 4 EM Ramps & Old Marlboro Pike	A/685 A/627	A/947 A/775
3a - MD 4 SB Ramps & Suitland Parkway 3b - MD 4 NB Ramps & Presidential Parkway	A/886 A/802	B/1023 A/742
4a - MD 4 SB Ramps & Dower House Road 4b - MD 4 NB Ramps & Dower House Road	A/423 A/542	A/568 A/688
5a - Old Marlboro Pike & Melwood Road 5b - Old Marlboro Pike & MD 4 WB Off-Ramp	B/1073 A/661	A/624 A/787
6 - Old Marlboro Pike & Presidential Parkway	A/659	A/430
7 - MD 223 & MD 4 EB On-Ramps	E/1500	A/972
8 - MD 223 & Marlboro Pike – Osborne Road	E/1520	**F/1683**
9 - MD 223 & Perrywood Road **	**F/627.6 seconds**	**F/152 seconds**
10 - MD 223 & Dower House Road	**F/1704**	F/1674
11 - MD 223 & Rosaryville Road	**F/1616**	F/1893
12 - Old Marlboro Pike & Ritchie Marlboro Road	**F/1614**	F/1972
13- Westphalia Road & MC-634	A/810	D/1428
14- Suitland Pkwy & MC-634	B/1121	A/946
******Unsignalized intersections are analyzed using the Highway Capacity software. The results show the level-of-service and the intersection delay measured in seconds/vehicle. A level-of-service "E" which is deemed acceptable corresponds to a maximum delay of 50 seconds/car. For signalized intersections, a CLV of 1,450 or less is deemed acceptable as per the *Guidelines.*		

An analysis of the traffic data under "Total" conditions represents a combination of background traffic and site-generated traffic. The site-generated traffic was determined based on the following uses:

	Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total
Residential						
600 Rooms Hotel-Motel	210	180	390	270	210	480
178 Single Family Units	27	107	134	104	56	160
1,715 Apartment Units	178	714	892	669	360	1,029
2,315 Apartment Units (high rise)	139	556	695	602	324	926
Total	**554**	**1,557**	**2,111**	**1,645**	**950**	**2,595**
Less Internal trips	*-43*	*-38*	*-81*	*-234*	*-139*	*-373*
Net New Trips	**511**	**1,519**	**2,030**	**1,411**	**811**	**2,222**
Office						
1,000,000 sq. ft. General Office (equation)	1,041	142	1,183	204	995	1,199
2,240,000 sq. ft. General Office (average)	3,045	427	3,472	561	2,777	3,338
Total	**4,086**	**569**	**4,655**	**765**	**3,772**	**4,537**
Less Internal trips	*-8*	*-19*	*-27*	*-50*	*-64*	*-114*
Net New Trips	**4,078**	**550**	**4,628**	**715**	**3,708**	**4,423**
Retail						
1,194,000 sq. ft. Shopping Center	423	270	693	1,544	1,673	3217
Less Internal trips	*-46*	*-40*	*-86*	*-170*	*-251*	*-421*
Net External Trips	**377**	**230**	**607**	**1,374**	**1,422**	**2,796**
Less Pass-by trips (19%)	*-72*	*-44*	*-116*	*-261*	*-270*	*-531*
Net New Trips	**305**	**186**	**491**	**1,113**	**1,152**	**2,265**
Total Net New Trips	**4,894**	**2,255**	**7,149**	**3,239**	**5,671**	**8,910**

Using trip generation rates from the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," as well as the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition, the study has determined that the proposed development, based on the above-mentioned uses, would generate a net total of 7,149 (4,894 in, 2,255 out) AM peak-hour trips, and 8,910 (3,239 in, 5,671 out) PM peak-hour trips. Using these site-generated trips, an analysis of total traffic conditions was done, and the following results were determined:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)	(LOS/CLV)
1 - MD 4 & Forestville Road *With improvements (MITIGATION)*	F/2433 *F/1634*	F/2307 *F/1683*
2a - MD 4 WB Ramps & Westphalia Road 2b - MD 4 EM Ramps & Old Marlboro Pike	A/685 A/627	A/947 A/775
3a - MD 4 SB Ramps & Suitland Parkway 3b - MD 4 NB Ramps & Presidential Parkway	D/1312 C/1276	D/1399 B/1118
4a - MD 4 SB Ramps & Dower House Road 4b - MD 4 NB Ramps & Dower House Road	B/1021 A/919	D/1443 D/1369
5a - Old Marlboro Pike & Melwood Road 5b - Old Marlboro Pike & MD 4 WB Off-Ramp	E/1591 C/1187	A/910 C/1290
6 - Old Marlboro Pike & Presidential Parkway	B/1123	E/1524
7 - MD 223 & MD 4 EB On-Ramps *With Improvements*	F/1977 *D/1376*	F/1880 *E/1392*
8 - MD 223 & Marlboro Pike-Osborne Road *With improvements*	F/1672 *C/1168*	F/1826 *E/1528*
9 - MD 223 & Perrywood Road (Unsignalized) *With separate through/left on SB MD 223*	F/>999 Seconds *F/>999 Seconds*	F/767 Seconds *F/767 Seconds*
10 - MD 223 & Dower House Road *With improvements*	F/2177 *E/1552*	F/2379 *D/1436*
11 - MD 223 & Rosaryville Road *With improvements*	F/2087 *D/1371*	F/2506 *D/1406*
12 - Old Marlboro Pike & Ritchie Marlboro Road *With improvements*	F/1727 *E/1557*	F/2255 *E/1540*
13- Westphalia Road & MC-634	A/810	D/1428
14- Suitland Pkwy & MC-634	B/1377	E/1531

The results shown in the table above have indicated that there are several intersections that would operate unacceptably under total traffic conditions. To address those inadequacies, the following improvements were proposed in the traffic study:

a. **MD 4 and Forestville Road intersection**

(1) Add a third westbound through lane along MD 4.
(2) Add a second northbound left-turn lane along Forestville Road at MD 4.
(3) Add a second northbound through lane along Forestville Road at MD 4.
(4) Convert the southbound right-turn lane into a combined through-and-right lane.
(5) Add a second southbound left-turn lane along Forestville Road at MD 4.
(6) Rebuild the existing traffic signal.

b. **MD 4 and Westphalia Intersection**—Reconstruct the intersection with a series of channelized islands so that through movements across MD 4 would be restricted, and all left turn movements would be restricted. To compensate for these restrictions, the applicant has proffered the following improvements:

(1) Construct MC-634 between Westphalia Road and Suitland Parkway Extended.
(2) Reconstruct Burton Lane along with portions of Old Marlboro Pike as detailed in the applicant's exhibit.

c. **MD 4 and Suitland Parkway**—The State Highway Administration (SHA) will construct this new interchange and the applicant will provide right-of-way, resulting in full funding.

d. **MD 4 and Dower House Road**—The State Highway Administration (SHA) will construct this new interchange and the applicant will provide right-of-way. The construction timing will be part of the future phasing analysis.

e. **MD 4 and MD 223 Interchange**

(1) The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.

(2) Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road and Old Marlboro Pike and MD 4 WB off ramp.

(3) Construct a second southbound left turn along MD 223 at the MD 4 EB on ramp.

(4) Widen the MD 4 EB on ramp to accept the southbound double-left movement.

(5) Provide a third NB through lane along MD 223 at the MD 4 EB on ramp.

(6) Install a traffic signal at the intersection of MD 223 and MD 4 EB off ramp—MD 4 EB on ramp.

f. **MD 223 and Marlboro Pike**

(1) Construct a southbound double-left-turn lane.
(2) Modify traffic signal.
(3) Provide separate left, through and right-turn lanes on eastbound approach.

g. **MD 223 and Perrywood Road**—Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

h. **MD 223 and Dower House Road**

(1) Create a double left, a through and a separate right-turn lane on the northbound approach along MD 223.

(2) Create a left turn, a through and a shared through-and-right lane on the southbound approach along MD 223.

(3) Modify traffic signal.

i. **MD 223 and Rosaryville Road**

(1) Create a second eastbound left-turn lane along MD 223 to northbound MD 223.
(2) Create a second through lane along southbound MD 223.
(3) Create a double-left-turn along Rosaryville Road.
(4) Modify traffic signal.

j. **Old Marlboro Pike and Ritchie Marlboro Road**

(1) Create a separate northbound left-turn lane along Ritchie Marlboro Road.
(2) Create a separate southbound left-turn lane along Ritchie Marlboro Road.
(3) Create a separate eastbound right-turn lane along Old Marlboro Pike.
(4) Modify traffic signal.

With all of the improvements in place, the analyses show that all of the critical intersections along MD 223 will operate adequately, and the proffered improvements at the MD 4/Forestville Road intersection will reduce the site's critical trips by greater than 100 percent.

The traffic study was reviewed by representatives of the Department of Public Works and Transportation (DPW&T) as well as the State Highway Administration (SHA). In an April 10, 2009 memorandum to staff from the DPW&T (Issayans to Burton), Mr. Issayans noted the following:

Adequate storage should be provided for the following left-turn movements:

- EB Dower House Road double left onto NB MD 4 on ramp;
- SB MD 223 double left onto MD 4 EB on ramp;
- NB MD 223 to WB Marlboro Pike; and
- WB Old Marlboro Pike to SB Ritchie Marlboro Road.

At the MD 223 intersection with Marlboro Pike/Osborne Road, either the EB Marlboro Pike right-turn bay should be extended to approximately 175 feet or a free right turn should be provided with an acceleration lane on SB MD 223.

Roundabout @ Road A/Road L:

- The inscribed circle diameter is 182 feet, which is typically the size for a double-lane roundabout. The inscribed circle diameter for a single-lane roundabout typically ranges from 100–130 feet.

- The single-lane entry widths should be between 14 feet and 18 feet to eliminate the appearance of a double-lane entry.

- The preliminary plan indicates that Public Road A approaches should provide two entry and two exit lanes. On the design in the traffic study, it only shows one entry and one exit lane.

Roundabouts at Dower House Road/Road A (West Circle) and Road A/Road O (East Circle):

- The proposed inscribed diameters are greater than 300 feet. According to the Federal Highway Administration (FHWA) Roundabout Guide, the recommended inscribed diameter for an urban double-lane roundabout is 150–180 feet. The guide indicates that diameters larger than 200 feet will have higher circulating speeds and an increased number of crashes with greater severity.

- The preliminary plan indicates that Public Road A approaches should provide two entry and two exit lanes. On the design in this report, it only shows one entry and one exit lane.

At the intersection of Dower House Road and Presidential Parkway, adequate storage length must be provided for the double lefts from WB Presidential Parkway and from NB Dower House Road. Queuing analysis should be performed as needed.

An acceleration lane should be provided on EB Presidential Parkway for the free right turn movement from NB Dower House Road.

An acceleration lane should be provided on SB Presidential Parkway for the free right turn movement from EB Presidential Parkway. (The intersection of Presidential Parkway/Public Road KK with Presidential Parkway/Public Road O).

In a letter of April 15, 2009 from DPW&T (Abraham to Townsend), comments were provided and directed at the proposed road/transit network within the preliminary plan, rather than the analyses of the traffic study. Some of the salient issues of that letter are as follows:

- Any proposed and/or existing master plan roadways that lie within the property limits must be addressed through coordination between the M-NCPPC and DPW&T and may involve rights-of-way reservation, dedication, and/or road construction in accordance with DPW&T specifications and standards.

- All improvements within the public rights-of-way, dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T specifications and standards, and the Americans with Disabilities Act (ADA). Additionally, all breaks made in the median for pedestrian crosswalks shall have proper sight distance and be ADA accessible.

- Resolution of all roadway requirements per Council Resolution CR-2-2007 and PGCPB Resolution No. 06-159 are required prior to the issuance of street construction permits for this site.

- Determination of roadway identification (public or private) within the site is necessary prior to the detailed site plan approval.

- Transit routes on designated public roadways are to be determined by the applicant and submitted to the DPW&T Division of Transit for review and approval. Modification to these transit roadways to accommodate pull on/off for a transit bus at every proposed bus stop location is required. These roadways are to be consistent with the *Approved Westphalia Sector Plan and Sectional Map Amendment* dated February, 2007.

- Access from public roadways to serve each individual townhouse is prohibited. Additional on-site parking areas are to be constructed to mitigate overflow parking from these proposed townhouses.

In response to the March 2009 study, in a letter of May 4, 2009 from SHA (Foster to Burton), in which many of the traffic study recommendations at most of the critical intersections were reiterated. Objections were raised, however, with the applicant's assumption that SHA will be constructing the interchanges at MD 4 and Dower House Road, as well as Suitland Parkway. The letter acknowledged that SHA has no funds for the design or the construction of an interchange at MD 4 and Dower House Road. It further added that funds for this interchange will need to be acquired from an alternative source other than SHA.

Regarding the funding for the interchange at Suitland Parkway at MD 4, SHA acknowledged in that same letter that there were plans to fund this interchange, however, the funding for the interchange has been delayed. During the December 2008 public hearing for Conceptual Site Plan CSP-07004 for the subject property, staff made reference to a September 26, 2008 letter from the

then Director of Planning and Preliminary Engineering, Raja Veeramachaneni to staff. Among the salient points of the letter were the following:

> "The Maryland Department of Transportation (MDOT) assessed the budgetary impacts of the current fiscal situation and made some difficult decisions in developing the draft FY 2009–2014 Consolidated Transportation Program (CTP). While I am pleased that all safety, bridge, and system-preservation funding remains intact, I regret that construction funding for several projects were indefinitely deferred. Those projects include the following:
>
> - **"MD 4/Suitland Parkway Interchange—**This project was fully funded, except $13.6 million for right-of-way purchases. However, the funds have been indefinitely deferred, and the project has been included in the Development and Evaluation (D&E) Program of the new draft CTP. SHA will continue working with developers, M-NCPPC and Prince George's County toward right of way donations for the project."

While it is the intent of MDOT to defer funding for the MD 4/Suitland Parkway interchange, the guidelines states that "Transportation improvements that should be used for traffic studies as part of the required test for adequacy must have 100 percent of the construction funds programmed in either the adopted county CIP or the current state CTP."

Westphalia Sector Plan

The *Approved Westphalia Sector Plan and Sectional Map Amendment* (2007) recommends an extensive road network within the planning area, some of which will impact the subject application. All of the planned roads that were proposed in the sector plan's transportation network, A-52, A-66, MC-632, MC-634, MC-637, and C-636, are accurately represented in the proposed application.

The pending preliminary plan proposes two access points on Melwood Road, a road designated as a historic road. While every effort should be made to preserve the rural, scenic, and historic characteristics of this facility, it is also necessary to provide a site layout that can accommodate adequate on-site vehicular circulation. The plan proposes two access points at the southern end of Melwood Road. It is the opinion of staff that a single access to Melwood Road, as close to its southernmost end as is feasible, along with other points of access along MC-634 could provide the necessary on-site circulation of traffic. Prior to signature approval, the preliminary plan should be revised to indicate that one access is permitted to Melwood Road only.

Phasing Plan

Pursuant to Condition 14 of the District Council's Notice of Final Decision for CSP-07004, the applicant has outlined a phasing plan for the proposed development. The table shown below represents the peak trips associated with each phase, as well as the cumulative total as each phase is developed.

Phase	Trips		Accumulative Trips	
	AM	PM	AM	PM
Phase 1A	771	1,737	771	1,737
Phase 1B	275	322	1,046	2,059
Phase 1C	579	538	1,625	2,597
Phase 2A	148	178	1,773	2,775
Phase 2B	270	330	2,043	3,105
Phase 2C	925	1,252	2,968	4,357
Phase 2D	835	870	3,803	5,227
Phase 3A	747	1,132	4,550	6,359
Phase 3B	439	465	4,989	6,824
Phase 5	2,160	2,086	7,149	8,910

It should be noted that the Presidential Corporate Center (PCC), which has been included in several traffic studies as a background development, has been incorporated into the proposed preliminary plan of subdivision. By virtue of the PCC being the subject of recordation (record plat), the property has been vested for 1,610 AM peak-hour trips and 1,719 PM peak-hour trips. However, based on the proposed phasing plan as shown in the table above, all of the applicant's Phase 1A development cannot be contained within the vested trip cap, without the need to provide any off-site transportation improvements. Consequently, any development regardless of phasing that generates trips greater than 1,610 AM and 1,719 PM peak-hour trips will trigger the need for off-site improvements.

In the traffic study, there is an assumption that both Phase 1A and 1B could move forward by utilizing the available vested trips. This assumption is neither accurate nor is it supported by staff. If the applicant wishes to propose uses that utilize the vested trips without the need for off-site improvements, then those uses must collectively generate no more than 1,610 AM and 1,719 PM peak-hour trips.

The traffic study provided data indicating that, prior to the start of Phase 5, the interchanges at MD 4 and Westphalia Road as well as Dower House Road must be in place.

FINDINGS

a. The application is a preliminary plan of subdivision on 482.57 acres of land in the M-X-T Zone. The application analyzed is based on a mix of uses consisting of:

- 3,240,000 square feet office

- 1,194,000 square feet retail
- 600 hotel rooms
- 4,208 residential units

These proposed uses will generate 7,149 AM (4,894 in; 2,255 out) peak-hour trips, and 8,910 PM (3,239 in; 5,671 out) peak-hour trips. These trip projections, in consideration of the approved trip rates and the approved methodologies for computing pass-by and internal trip capture rates, were determined using the "Guidelines for the Analysis of the Traffic Impact of Development Proposals," as well as the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 7th Edition.

b. The traffic generated by the proposed preliminary plan would impact the following intersections:

- MD 4 and Forestville Road
- MD 4 and Westphalia Road/Old Marlboro Pike
- MD 4 and Suitland Parkway
- MD 4 and Dower House Road
- MD 223 and Old Marlboro Pike—MD 4 WB On Ramps **
- MD 223 and MD 4 WB Off Ramps **
- MD 223 and MD 4 EB On Ramps **
- MD 223 and Marlboro Pike—Osborne Road
- MD 223 and Perrywood Road **
- MD 223 and Dower House Road
- MD 223 and Rosaryville Road
- Westphalia Road and MC-634
- Suitland Pkwy and MC-634

c. None of the intersections identified in Finding b above is programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation (MDOT) Consolidated Transportation Program or the Prince George's County Capital Improvement Program with the exception of the following:

- MD 4 and Suitland Parkway—(MDOT CTP FY 2008–2013) **
- MD 223 and Dower House Road (CIP 2008–2013, FD669451)
- MD 223 and Rosaryville Road (CIP 2008–2013, FD669451)

** As stated previously, the MD 4/Suitland Parkway intersection is funded for upgrade to an interchange in MDOT's current CTP 2008–2013. Staff is in receipt of a September 26, 2008 letter from the SHA indicating that funding for this intersection upgrade is indefinitely deferred. The current CTP has a validity period beginning on July 1, 2008 and ending on June 30, 2009. Consequently, based on the provisions outlined in Subtitle 24-124(a)(1) of the Subdivision Regulations, it is the opinion of

M-NCPPC legal staff that the project can still be used to meet the transportation adequacy requirement.

d. The subject property is located within the Developed Tier, as defined in the General Plan (2002) for Prince George's County. However, as part of the approval of the Westphalia sector plan and sectional map amendment, the subject property was designated as a regional center. Consequently, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

e. The following intersections identified in Finding b above, when analyzed with the total future traffic as developed using the guidelines, were not found to be operating at or better than the policy service level defined in Finding d above:

- MD 4 and Forestville Road
- MD 4 and Dower House Road
- MD 223 and Old Marlboro Pike—MD 4 WB On Ramps **
- MD 223 and MD 4 WB Off Ramps **
- MD 223 and MD 4 EB On Ramps **
- MD 223 and Marlboro Pike—Osborne Road
- MD 223 and Perrywood Road **
- MD 223 and Dower House Road
- MD 223 and Rosaryville Road

f. The applicant has agreed to provide the following improvements to the intersections, in consideration of the Finding e above:

MD 4 and Forestville Road intersection

(1) Add a third westbound through lane along MD 4.
(2) Add a second northbound double-left-turn lane along Forestville Road at MD 4.
(3) Add a second northbound through lane along Forestville Road at MD 4.
(4) Convert the southbound right-turn lane into a combined through-and-right lane.
(5) Add a second southbound left-turn lane along Forestville Road at MD 4.
(6) Rebuild the existing traffic signal.

MC-634, Westphalia Road/MC-634 intersection, Suitland Parkway/MC-634 Intersection

(1) Construct two lanes of MC-634 between Westphalia Road and Suitland Parkway Extended.

(2) Provide separate left turn and through lanes on the westbound approach of the MC-634 @ Westphalia Road intersection.

(3) Provide separate right turn and through lanes on the eastbound approach of the MC-634 @ Westphalia Road intersection.

(4) Provide separate left turn and a shared left-right lane on the northbound approach of the MC-634 @ Westphalia Road intersection.

(5) Provide a free right turn and a shared left-through lane on the southbound approach of the MC-634 @ Suitland Parkway intersection.

(6) Provide a left, a though, and a shared right-through lane on the eastbound approach of the MC-634 @ Suitland Parkway intersection.

(7) Provide a double-left turn and a shared right-through lane on the northbound approach of the MC-634 @ Suitland Parkway intersection.

(8) Provide a free right turn, two through and a left lane on the eastbound approach of the MC-634 @ Suitland Parkway intersection.

MD 4 and Westphalia Road Intersection

(1) Reconfigure the intersection with a set of channelized traffic islands such that:
- All through movements across MD 4 are prohibited.
- All left turns from ALL approaches are prohibited.

(2) Reconstruct/upgrade Burton's Lane to DPW&T standards.
(3) Upgrade Old Marlboro Pike from a point approximately 400 feet north of its intersection with Burton's Lane to the point where it connects to the proposed interchange at MD 4 and Suitland Parkway.

MD 4 and MD 223 Interchange

(1) The applicant will rebuild this interchange as detailed on Exhibit 12 as Alternate P-1.

(2) Install new traffic signals at Old Marlboro Pike and Presidential Parkway, Old Marlboro Pike and Melwood Road, and Old Marlboro Pike and MD 4 WB off ramp.

(3) Construct a second southbound left turn along MD 223 at the MD 4 EM on ramp.

(4) Widen the MD 4 EB on ramp to accept the southbound double-left movement.

(5) Provide a third NB through lane along MD 223 at the MD 4 EB on ramp.

(6) Install a traffic signal at the intersection of MD 223 and MD 4 EB off ramp—MD 4 EB on ramp.

MD 223 and Marlboro Pike

(1) Construct a southbound double-left-turn lane.
(2) Modify traffic signal.
(3) Provide separate left, through, and right-turn lanes on eastbound approach.

MD 223 and Perrywood Road—Conduct a signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency

MD 223 and Dower House Road*

(1) Create a double-left, a through, and a separate right-turn lane on the northbound approach along MD 223.

(2) Create a left turn, a through, and a shared through-and-right lane on the southbound approach along MD 223.

(3) Modify traffic signal.

MD 223 and Rosaryville Road*

(1) Create a second eastbound left-turn lane along MD 223 to northbound MD 223.
(2) Create a second through lane along southbound MD 223.
(3) Create a double-left turn along Rosaryville Road.
(4) Modify traffic signal.

***The improvements associated with the intersections along MD 223 at Rosaryville Road and Dower House Road are projected to operate adequately as a result of upgrades that are funded in a county CIP. As part of the funding schedule for the CIP, there is a provision for developer contribution, consequently, staff is still requiring that the applicant participate in this funding contribution by providing a pro rata contribution.

A pro rata contribution of $812.00 per dwelling unit was previously included as a condition of approval in the following Planning Board resolutions:

Mill Creek—PGCPB Resolution No. 05-232, November 3, 2005
Brazelton—PGCPB Resolution No. 06-119, May 18, 2006

In the current FY 2008–2013 approved CIP, the overall cost is listed as $2,625,000 with $1,810,000 coming from developer contributions. It is worth noting, however, that these cost estimates were established for the County's FY 1992–1997 approved Capital Budget. In the current MDOT CTP for FY 2008–2013, the cost associated with the improvement at intersection of MD 223 and Rosaryville Road is $5,148,000.

Information presented in the traffic study indicated that under total traffic conditions, an average of 4,571 peak-hour trips will pass through this intersection. Of that number, 1,085 trips will come from the subject application. Since the proposed development will represent 23.74 percent of the total traffic, the applicant is proffering its commensurate share of the cost which is calculated as: 23.74 percent x $5,148,000 = $1,221,960. For every average peak-hour trip the proposed development generates, its pro rata share will be $1,221,960 / 1,085 = $1,126.23 per trip.

g. All of the intersections identified in Finding b above, when analyzed with the improvements identified in Finding f above and total future traffic as developed using the guidelines, were found to be operating at or better than the policy service level defined in Finding d above, with the exception of:

- MD 4 and Forestville Road
- MD 4 and Dower House Road

h. Regarding Finding g above, the traffic study has assumed that funding exists within SHA's current CTP for the construction of the interchange at MD 4 and Dower House Road. However, neither staff nor any representative of SHA can verify that such funding exists. Since the analyses of this intersection was predicated on an interchange being built, and there is no evidence that such an interchange has full funding in any current CIP/CTP, staff will recommend that a condition be placed on this application for the applicant to provide funding for this interchange.

i. All of the analyses for the intersection of MD 4 and Forestville Road show that the intersection will not operate within the required adequacy threshold. The intersection is eligible however, for the use of mitigation pursuant to Subtitle 24 and the guidelines. Within Appendix F of the applicant's traffic study is a transportation facilities mitigation plan (TFMP) for the subject intersection. Pursuant to the guidelines governing mitigation, a minimum of 100 percent of the site trips are required to be mitigated. The results from the TFMP showed that the proffered improvements will mitigate the total CLV's by 453 percent in the AM peak hour and 156 percent in the PM peak hour.

Based on the preceding findings, adequate access roads will exist as required by Section 24-124 and Section 24-125 of the Prince George's County Code.

13. **Schools—**This subdivision application is for a mixed-use commercial and residential development.

Residential
The residential portion of this preliminary plan has been evaluated for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

Single Family Detached—Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 2	High School Cluster 2
Dwelling Units	172 DU	172 DU	172 DU
Pupil Yield Factor	.16	.13	.14
Subdivision Enrollment	27.5	22.4	24
Actual Enrollment	3,921	5,525	12,866
Total Enrollment	3,948.5	5,547.4	12,890
State Rated Capacity	4,144	5,430	13,026
Percent Capacity	95.3%	102.2%	98.9%

Single-Family Attached—Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 2	High School Cluster 2
Dwelling Units	1,711 DU	1,711 DU	1,711 DU
Pupil Yield Factor	.14	.11	.11
Subdivision Enrollment	239.5	188.2	188.2
Actual Enrollment	3,921	5,525	12,866
Total Enrollment	4,160.5	5,713.2	1,3054.2
State Rated Capacity	4,144	5,430	13,026
Percent Capacity	100.4%	105.2%	100.2%

Multifamily with Structured Parking—Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 4	Middle School Cluster 2	High School Cluster 2
Dwelling Units	2,473 DU	2,473 DU	2,473 DU
Pupil Yield Factor	.04	.04	.03
Subdivision Enrollment	98.9	98.9	74.2
Actual Enrollment	3,921	5,525	12,866
Total Enrollment	4,019.9	5,623.9	1,2940.2
State Rated Capacity	4,144	5,430	13,026
Percent Capacity	97.0%	103.6%	99.3%

Source: Prince George's County Planning Department, M-NCPPC, April 2009

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: $7,000 per dwelling if a building is located between I-95/495 and the District of Columbia; $7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or $12,000 per dwelling unit for all other buildings Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are $8,177 and $14,019 to be paid at the time of issuance of each building permit.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

School Facilities
In accordance with the CSP-07004 Notice of Final Decision from the District Council, the preliminary plan of subdivision should be revised to show a school site consistent with the District Council decision. A potential school site is identified on Parcel 25 (5.4 acres). However, the condition of the CSP requires that the parcel be increased in size to seven developable acres which should occur prior to signature approval of the preliminary plan.

Library Facilities
In accordance with the CSP-07004 Notice of Final Decision from the District Council, the preliminary plan of subdivision should show a floating library symbol within the town center. Parcel 30 has been identified as a potential library site west of MC-637.

Nonresidential
The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded that the nonresidential portion of the subdivision is exempt from a review for schools because it is a nonresidential use.

14. **Fire and Rescue—**This subdivision application is for a mixed-use commercial and residential development.

Residential
The Special Projects Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B) through (E) of the Subdivision Regulations.

Special Projects staff has determined that the residential portion of this preliminary plan is within the required seven minute response time for the first due fire station, Forestville, Company 23, using the *Seven Minute Travel Times and Fire Station Locations Map* provided by the Prince George's County Fire/EMS Department.

Pursuant to CR-69-2006, the Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A) and (B) regarding sworn fire and rescue personnel staffing levels.

The Fire/EMS Chief has reported that the Fire/EMS Department has adequate equipment to meet the standards stated in CB-56-2005.

Fire/EMS Facility
The 2007 approved Westphalia sector plan recommends co-location of the police and fire/EMS facilities near a major intersection to "expedite emergency response time to police and fire service areas," and the 2008 *Approved Public Safety Facilities Master Plan* recommends, as an intermediate need, the relocation of the existing fire station, Forestville, Company 23, to a site in the vicinity of Melwood Road and Pennsylvania Avenue (MD 4). The Prince George's County Fire/EMS Department (PGFD) has indicated a desire to construct the fire/EMS station immediately, independent of private development in the vicinity of Presidential Parkway.

The new construction and relocation of Company 23 fire/EMS station is immediately necessary because of the impact that the construction of the interchange at MD 4 and Suitland Parkway will have on access and response time from the existing station. The relocated station is necessary to ensure delivery of first response in the Westphalia and Forestville areas independent of the construction of the Westphalia Town Center. †[~~The preliminary plan of subdivision proposes Lot 7 (9.5 acres) to be conveyed to Prince George's County for the relocated station.~~] As of the reconsideration of this PPS, approved on April 13, 2023, the need to provide land for a fire/EMS station has been met with the conveyance of 2.66 acres of land (a part of Lot 7) to the County, as recorded in Liber 31654 folio 069. The remainder of Lot 7 is to be used as a transit center, as described in the Community Planning finding of this resolution.

Nonresidential
The Special Projects Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B) through (E) of the Subdivision Regulations.

The existing engine service at Forestville Fire/EMS Station, Company 23, located at 8321 Old Marlboro Pike has a service travel time of 4.6 minutes, which is beyond the 3.25-minute travel time guideline.

The existing ambulance service at Forestville Fire Station, Company 23, located at 8321 Old Marlboro Pike has a service travel time of 4.6 minutes, which is beyond the 4.25-minute travel time guideline.

The existing ladder truck service at Forestville Fire Station, Company 23, located at 8321 Old Marlboro Pike has a service travel time of 4.6 minutes, which is beyond the 4.25-minute travel time guideline. In order to alleviate the negative impact on fire services due to the inadequate service, all new buildings should be fully sprinklered.

Forestville Fire/EMS Station, Company 23 is programmed in the FY 2009–2014 Capital Improvement Program. Relocating the station to the vicinity of Pennsylvania Avenue (MD 4) and Presidential Parkway will ameliorate the response time to the subject property.

15. **Police Facilities—**This subdivision application is for a mixed-use commercial and residential development.

Residential
The subject property is located in Police District II, Bowie.

The response time standard for emergency calls is ten minutes and the standard for nonemergency calls is 25 minutes. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on January 29, 2009.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date January 29, 2009	January 2008–December 2008	9 minutes	11 minutes
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of ten minutes for emergency calls and 25 minutes for nonemergency calls were met May 22, 2009.

The Police Chief has reported that the Police Department has adequate equipment to meet the standards stated in CB-56-2005.

Pursuant to CR-69-2006, the Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police personnel staffing levels.

Nonresidential
The proposed development is located in Police District II, Bowie. The police facilities test for nonresidential development is performed on a countywide basis for nonresidential development in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the latest population estimate is 825,520. Using the 141 square feet per 1,000 residents, it calculates to 116,398 square feet of space for police. The current amount of space, 267,660 square feet, is above the guideline.

16. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for Westphalia Center and has the following comments to offer:

Any abandoned well associated with the abandoned/dilapidated house found on existing Outlot A must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department. The location of the well should be located on the preliminary plan.

The abandoned shallow well associated with the abandoned/dilapidated house found on existing Parcel 164 must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department as part of the raze permit. The location of the shallow well should be located on the preliminary plan.

The abandoned deep well associated with the abandoned house found on existing Parcel 11 must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller as part of the raze permit. The location of the deep well should be located on the preliminary plan.

Any abandoned septic tanks associated with the abandoned houses found on existing Outlot A, existing Parcel 11, and existing Parcel 164 must be pumped out by a licensed scavenger and either removed or backfilled in place as part of the grading permit. The location of the septic systems should be located on the preliminary plan.

Once the existing house at 4701 Moores Way (existing Parcel 168) is vacated, any abandoned well located on the property must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department. The location of the well should be located on the preliminary plan.

Once the existing house at 4701 Moores Way (existing Parcel 168) is vacated, any abandoned septic tank must be pumped out by a licensed scavenger and either removed or backfilled in place. The location of the septic system should be located on the preliminary plan.

A raze permit is required prior to the removal of any of the structures (one house on existing Outlot A; one house and one detached garage on existing Parcel 11; one house, one shed, and one barn on existing Parcel 164; and one house, one shed, one detached garage/carport, and one barn at 4701 Moores Way/existing Parcel 168) on-site. A raze permit can be obtained through the Department of Environmental Resources, Office of Licenses and Permits. Any hazardous materials located in any structures on-site must be removed and properly stored or discarded prior to the structures being razed. A note should be affixed to the preliminary plan that requires that the structures are to be razed and the wells and septic systems properly abandoned before the release of the grading permit.

17. **Stormwater Management—**The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 44782-2007-00 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. The concept approval is for the entire Westphalia Center, Conceptual Site Plan CSP-07004, and includes both Preliminary Plan of Subdivision 4-08018 for the Moore Property and the subject site. Development must be in accordance with this approved plan.

18. **Historic—**A Phase I archeological survey was completed on the 530.27-acre Westphalia Center property in September and October 2006. Eleven archeological sites, 18PR843, 18PR844, 18PR845, 18PR846, 18PR847, 18PR848, 18PR849, 18PR850, 18PR851, 18PR852, and 18PR853, were identified in the survey. All of the sites consisted of early to mid 20th century farmsteads. Most of the sites were adversely impacted by recent house demolition or by gravel mining activities on the property. The sites also did not contain intact artifact deposits of sufficient research value to require further investigation. No further work was recommended on any of the eleven historic archeological sites identified on the Westphalia Center property. Historic Preservation staff concurs with the conclusions of the Phase I archeology report that, due to the lack of research potential of these sites and their compromised integrity, no further work is necessary on the eleven historic archeological sites identified on the Westphalia Center property.

The Phase I archeological investigations of the Westphalia Center property were also reviewed by the Maryland Historical Trust. State reviewers concurred with the recommendations of the Phase I report that none of the archeological sites was eligible for listing in the Maryland Register of Historic Properties or the National Register of Historic Places. No further work was requested by the Maryland Historical Trust on any of the eleven archeological sites on the Westphalia Center property. State reviewers also concurred that none of the standing structures were eligible for listing in the Maryland Register of Historic Places or the National Register of Historic Places.

Four copies of the final report, *Phase I Archeological Survey of the Westphalia Center Development Tract, Prince George's County, Maryland,* were received and accepted by the Historic Preservation Section on July 17, 2007. Staff concurs with the report's conclusions and recommendations that no further archeological work will be necessary within the Westphalia Center property.

Historic Preservation staff also requested that all standing structures on the property be recorded on Maryland Inventory of Historic Properties (MIHP) forms. MIHP forms were completed for each of the standing structures and the draft forms were submitted to Historic Preservation staff for review. Two sets of the corrected and final MIHP forms were submitted to and approved by Historic Preservation staff. No further archeological investigations or architectural studies are recommended on the Westphalia Center property.

19. **Public Utility Easement (PUE)—**In accordance with Subdivision Regulations, Section 24-128(b)(12) for private streets and Section 24-122(a) for public streets when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the record plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

Prior to the approval of each detailed site plan, the public utility companies should provide comments to ensure adequate area exists to provide required utilities and to provide for direct bury utilities where feasible. The detailed site plan will provide greater detail to ensure proper siting and landscaping. The following comments are based on the utility coordination meeting held on May 12, 2009. The purpose of the meeting was to review the overall plan for utilities on the project:

Item #	Item	Details
1	Public Roads	10-foot PUE along public roads/master plan roads.
2	Main Transmission Lines	Coordination with other utility companies to use one side of street for PEPCO use only. If this is not possible Verizon may ask for 2 feet or so additional space on utility easement for FIOS cables making some of the PUE's to be 12 feet in some areas. The main transmission line may require up to a 15-foot PUE.
3	Private Roads	Private roads will have a 5-foot to 7-foot Utility Easement (UE). (The current plan shows 7-foot UE's but at the time of Detailed Site Plan continued coordination with utility companies will establish the ultimate UE's locations and sizes). Gas service to be provided in the alley as shown on the utility sketch plan.
4	Town Center Blvd	Need PUE to touch R/W line, even if that portion is not used, i.e. 15-foot PUE instead of a 10-foot PUE and the additional 5-feet covers the tree planters portion of the road section so that PEPCO can have access.
5	Transformers	At the time of Detailed Site Plan coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.

20. **Water and Sewer Categories—**Section 24-122.01(b)(1) of the Subdivision Regulations states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval."

    The 2001 Water and Sewer Plan as amended, designates this property in water and sewer service Category 3 as of July 28, 2008, and the site will therefore be served by public systems.

21. **Variation to Section 24-128(b)(7)—**Section 24-128 of the Subdivision Regulations establishes that no subdivision plat or plan of development (however designated) should be approved that provides for a private road, right-of-way, or easement as the means of vehicular access to any lot, and no building permit shall be issued for the construction of any building in a subdivision unless such building is to be located on a lot or parcel of land having frontage on and direct vehicular access to a public street, except in certain circumstances. In the M-X-T Zone, the Planning Board may approve a subdivision (and all attendant plans of development) with private roads to serve attached single-family dwellings, two-family dwellings, and three-family dwellings, but not single-family detached or multifamily dwellings.

The applicant has proposed to serve several of the multifamily dwelling unit buildings with a combination of public and private streets. The applicant has filed a variation to provide the opportunity to use private streets to serve multifamily dwellings in this instance. Based on the following findings, staff recommends approval of the variation as requested by the applicant.

Section 24-113(a) of the Subdivision Regulations sets forth the required findings for approval of variation requests, which reads:

> **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

The approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In this instance the use of private roads to serve multifamily dwelling units is consistent with the approved Conceptual Site Plan (CSP-07004) and the vision established by the Westphalia Town Center development plan.

(1) The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;

Condition 6 of the approved CSP (PGCPB Resolution No. 08-189) requires that the Department of Public Works and Transportation review and approve all of the streets proposed whether public or private. This review will ensure that the layout, including street widths is safe and efficient to serve the development proposed.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The development is unique in its size and mix of uses compared with other area properties. The applicant has proposed a dense urban community with a mix of multifamily, commercial, retail, and civic uses. This mix is unique to the surrounding community and is not in keeping with the general suburban model on which the regulation is based.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The variation is unique to the Subdivision Regulations and is not a restriction found in any other law, ordinance, or regulation in the County Code. The granting of this variation does not affect the applicant's obligation to comply with all other applicable authority and to obtain all other necessary approvals.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The shape and size of the property is unique to the surrounding properties, and include master-plan road connections to adjoining properties that have been located due to environmental features and topographical conditions of the subject property and surrounding properties. The applicant has had to plan the layout of the subdivision around these master-plan roads at locations that have been previously established. The location of the multifamily dwellings and the road systems serving them, at the locations proposed, have been driven by these elements. To require an additional public street system not envisioned by the approved CSP plan could require a redesign of the preliminary plan and CSP resulting is a particular hardship and set back for the project, and ultimately result in a hardship to the applicant.

22. **Andrews Air Force Base—**In a memorandum dated May 12, 2008, the community planner for Andrews Air Force Base offered the following comments.

This property is located within the 65–69 and 70–75 dBA Ldn noise contours. Residential development in this area is generally discouraged. The Andrews AFB Air Installation Compatible Use Zone Study (2007) suggests a maximum density of one dwelling unit per acre for areas within the 70–75 dBA Ldn noise contours. Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor noise level reduction (NLR) for DNL/CNEL 65–69 dBA Ldn and DNL/CNEL 70–74 dBA Ldn should be incorporated into building codes and considered in individual approvals.

Issues associated with noise have been evaluated in the environmental planning section of this report.

23. **Variation to Section 24-121(a)(4)—**Section 24-121 of the Subdivision Regulations establishes certain planning and design requirements. Specifically, Section 24-121(a)(4) establishes that residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of 150 feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate. The applicant was advised that a variation would be required for townhouse lots abutting Presidential Parkway (A-66). Specifically, Lots 41–48 do not meet the minimum lot depth of 150 feet. The applicant has determined that they would not file a

variation, and would either change the product type or relocate the lots from this area just west of MC-632, prior to signature approval.

24. **Special Purpose Detailed Site Plan—**The Planning Board provided clarification that the special purpose site plan is not adequate to provide for an applicant to proceed to final plat. The special purpose site plan is a requirement of the CSP and intended only to provide a process for the determination of a number of issues which include but is not limited to triggers for conveyance of the public facilities. Prior to final plat a detailed site plan is required, and the special purpose site plan is not a sufficient planning tool for approval of final plat(s).

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns and Parker voting in favor of the motion, and with Commissioner Cavitt abstaining at its regular meeting held on Thursday, June 4, 2009, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of June 2009.

†This is to certify that the foregoing is a true and correct copy of the reconsideration action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Shapiro voting in favor of the motion, at its regular meeting held on Thursday, April 13, 2023, in Upper Marlboro, Maryland. The adoption of this amended resolution based on the reconsideration action taken does not extend the validity period.

†Adopted by the Prince George's County Planning Board this 4th day of May 2023.

Peter A. Shapiro
Chairman

By Jessica Jones
Planning Board Administrator

PAS:JJ:EDC:jah

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: May 1, 2023

†Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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TTY: (301) 952-4366
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PGCPB No. 13-51

File No. DSP-12043

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on May 2, 2013, regarding Detailed Site Plan DSP-12043 for Westphalia Town Center, the Planning Board finds:

1. **Request:** The application is for approval of a special purpose DSP for the Westphalia Town Center development. Specifically, this special purpose DSP, as required by Condition 15 attached to the approval of Conceptual Site Plan CSP-07004-01, is to establish regulating standards for signage, identify appropriate locations for transit stops in consultation with the Department of Public Works and Transportation (DPW&T) and the Washington Metropolitan Area Transit Authority (WMATA), provide design details of public open spaces and establish a timing plan for their improvements, and for the installation of public trails.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Commercial, Retail, Office, Hotel and Residential Uses	Commercial, Retail, Office, Hotel and Residential Uses
Acreage	478.48	478.48*

Note: *Westphalia Town Center is a multi-phase development project. This special purpose DSP covers the entire town center development.

Additional Development Data
(As approved in Conceptual Site Plan CSP-07004-01 (PGCPB Resolution No. 10-59(c)))

a. Total dwelling units: 4,000–5,000, of which

- 150–200 single-family detached houses
- 1,650–2,500 single-family attached dwelling units
- 1,800–3,100 multifamily dwelling units

b. 500–600 hotel rooms

c. 900,000–1,400,000 square feet of retail

d. 2,200,000–4,500,000 square feet of office

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

4. **Surrounding Uses:** The 478.48-acre parcel of land in the M-X-T (Mixed Use–Transportation Oriented) Zone is in the middle of the northern end of the Westphalia sector plan area, adjacent to the right-of-way of Pennsylvania Avenue (MD 4). To the north of the site is the Smith Home Farms development in the R-M (Residential Medium Development) Zone; to the east of the site are existing single-family houses and open spaces in the R-O-S (Reserved Open Space), R-A (Residential-Agricultural), and R-S (Residential Suburban Development) Zones; to the west of the site are properties in the M-X-T Zone.

5. **Previous Approvals:** The 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* rezoned the larger property, consisting of many smaller parcels, from the I-1 (Light Industrial), I-3 (Planned Industrial/Employment Park), and R-A Zones to the M-X-T Zone as shown on Exhibits 44 and 45 of the plan, which outlines the vision for the subject property. The property is also the subject of a previously approved Conceptual Site Plan, CSP-07004, which was approved with conditions by the Prince George's County Planning Board on December 18, 2008, and adopted on January 29, 2009 (PGCPB Resolution No. 08-189). Conceptual Site Plan CSP-07004 was approved with conditions by the Prince George's County District Council on May 8, 2009 subject to a revised order issued by the District Council on June 8, 2009. The property is also the subject of a second revised order issued by the District Council on September 21, 2009. The Planning Board approved a revision to CSP-07004 on May 20, 2010 to allow the development of the Moore Property to proceed prior to development of other portions of the Westphalia Town Center project. Conceptual Site Plan CSP-07004-01 (PGCPB Resolution No.10-59(C)) completely superseded CSP-07004 for the rest of the Westphalia Town Center development project. In addition, the Moore Property has a previously approved Preliminary Plan of Subdivision, 4-08018, and the subject property has its own Preliminary Plan of Subdivision, 4-08002, which covers the balance of the Westphalia Town Center project. The resolutions of approval, PGCPB Resolution No. 09-93 and No. 09-95(C), respectively, were adopted on June 25, 2009 and remain valid until June 25, 2015. An infrastructure Detailed Site Plan, DSP-12017, for Phase I that covers 119 acres of the land predominantly for residential use in the middle of the larger Westphalia Town Center development was approved by the Planning Board (via PGCPB Resolution No. 12-99) on October 18, 2012. The property is also the subject of an approved Stormwater Management Concept Plan, 44782-2007-01, dated February 18, 2011 which is valid for three years until February 18, 2014.

6. **Design Features:** The subject special purpose DSP covers the entire Westphalia Town Center development, which has a total land area of 478.48 acres. As stated in Condition 15 attached to the approval of CSP-07004-01, the special purpose DSP focuses specifically on establishing regulating standards for signage, identifying transit stop locations, providing preliminary designs for public open spaces, establishing a timing plan for the public space improvements and public trail system. A similar special purpose DSP (DSP-09015) was approved specifically for the Moore Property by the Planning Board in 2011.

The special purpose DSP is presented in a booklet format consisting of 37 sheets. The booklet covers the relevant topics as follows:

Previous Conditions: Previously approved Conceptual Site Plan CSP-07004-01 and Preliminary Plan of Subdivision 4-08002 have several conditions that are specifically relevant to the review of the special purpose DSP. The booklet lists all applicable conditions and discusses how the conditions have been fulfilled with this application.

Public Open Space: The types of open spaces that have been identified under this title include public and civic space, community open space, and stormwater management ponds, as well as neighborhood pocket parks. Three exhibits have been included that show the location of parks, green open spaces, and green corridors within the Westphalia Town Center development.

As required by the prior conditions of approval, the special purpose DSP provides schematic site design plans for 13 public open spaces, including the design schemes and recommended programs for seven public and civic space sites, two neighborhood pocket green sites, and two stormwater management pond sites. Photographs of different types of public open spaces have been provided to illustrate the design intent, quality, and possible activities that can be accommodated in different types of open spaces. Future specific designs of each identified public open space site will be provided with the applicable DSP. The specific layout, programs, construction materials, planting materials, color scheme, and schematic design may be changed due to future project needs. However, the development quality of those spaces should be consistent with the illustrations presented in this special purpose DSP booklet.

Two community open space sites have been identified for future community center buildings. Additional recreational facilities, such as two tot lots, have been shown on the site of the centers. Since the entire Westphalia Town Center development will be carried out in multiple phases, recreational facility demands at the neighborhood level cannot be determined at this time. Only the information regarding community-wide facilities and sites, such as the two community center sites, can be provided with this special purpose DSP. From the quantity of the neighborhood-level green open spaces provided on the exhibit, it seems that additional spaces should be provided at the street-block level, specifically within the blocks where the attached and multifamily dwellings are located. The revised Public Open Space key plan shows a total of 33 neighborhood pocket greens, which should be enough to serve the needs of future residents. The detailed layout and possible facilities within each neighborhood pocket green will be provided at the time of submission of each specific DSP covering the neighborhood pocket green sites.

Phasing: A total of five phases has been identified on the phasing exhibit. Compared with the previously approved phasing plan in the conceptual site plan, the new phasing plan is in general conformance with the prior phasing. However, the new phasing plan included in this special purpose DSP provides no further subdivision of the phasing under each development phase. The applicant should provide additional information within each phase to further divide each phase into sub-phases because the area within each phase is still too large to develop at one time. A

condition has been included in the resolution to require the applicant to provide this information at the time of the full-scale DSP.

Trails: The trail exhibit demonstrates all types of pedestrian systems throughout the entire Westphalia Town Center development, including trails, sidewalks with varied widths, and bike lanes. Sidewalks are usually included in the rights-of-way of streets. Bike lanes are provided along all primary streets and around mixed-use areas. Trails are provided around the two proposed stormwater management ponds, as well as along the portion of the stream within the site. The comprehensive pedestrian system is designed to adhere to the accessibility guidelines of the Americans with Disabilities Act (ADA) and intended to provide efficient connectivity throughout the development, while promoting healthier lifestyles and less dependency on automobiles. Different sections of the pedestrian system will be constructed along with each phase of the development where the pedestrian system is located.

Signage: Establishing the design standards and a unified theme for signage within the Westphalia Town Center development is a primary goal of the special purpose DSP. The purpose of the sign standards is to create a coordinated exterior signage program that defines the quality, character, and theme of the Westphalia project and establishes the sign design parameters. Graphics and signage are also intended to enhance the architecture, streetscape, and overall theme as part of Westphalia's distinctive sense of place. Consistent color, shape, ornamental motifs, materials, scale, and orientation will help to create a unified sense of place. Specialty treatments such as paving patterns, unified style of handrails, banners, sculptures, fountains, and public art add to the sense of quality and excitement within the Westphalia Town Center development.

The proposed sign standards cover project identification signage, multimodal way-finding signage, residential multifamily and single-family signs, as well as commercial, office, hotel, and tenant signage. Detailed design guidelines have been proposed for each sign category. Colorful photographs and illustrations are provided as a reference to show examples of signage and graphics that meet the standards. Above all, project-wide design standards are also provided as general guidance to be considered throughout the design process. The project identification signage standards cover project gateway signage, including landmark gateway signs and arrival signs; neighborhood gateway signage, including primary and secondary neighborhood gateway signs; open space signage, including identification signs and directory signs; and special identity graphics for infrastructure and public art. The multimodal way-finding signage standards cover vehicular-scaled directional signage, including parking/service signs, regulatory signs, and site information signs; and pedestrian/cyclist-scaled directional signage, including site information signs, public transportation signs, and trail signs. Tenant signage standards cover boutique retail signs, anchor retail signs, multifamily residential signs, single-family and townhouse residential signs, as well as signage for offices and hotels. A list of prohibited signs is also included in the sign design standards.

Transit Stop Locations: Identifying the appropriate locations for transit stops within the Westphalia Town Center development is one of the elements required to be included in the special purpose DSP. The transit plan shows different roadway classifications, traffic calming techniques

and locations of bus stops and a five-minute or 1,200-foot walking radius from the proposed bus stops throughout the Westphalia Town Center development. Highly-overlapped five-minute radii indicate that the entire development will be well served by the proposed transit system. The updated location map should be included in the special purpose DSP booklet.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance as follows:

a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs permitted uses in all mixed-use zones. The special purpose DSP does not propose any changes to the previously-approved use mix, but only establishes regulating standards for signage, preliminary design for public spaces, timing of public trails, and appropriate locations for transit stops, and is therefore in conformance with Section 27-547.

b. The special purpose DSP also does not propose any changes to the previously approved general site layout, including lotting, street patterns, and environmental features, and shows a site layout that is consistent with previously approved Conceptual Site Plan CSP-07004-01.

c. The special purpose DSP is limited in its scope to the above-mentioned issues. The project's conformance to the applicable site design guidelines as referenced in Section 27-283 of the Zoning Ordinance and contained in Section 27-274, as previously established at the time of CSP-07004-01 approval, is still valid.

d. Section 27-546, Site Plans, of the Zoning Ordinance has additional requirements for approval of a DSP in the M-X-T Zone as follows:

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

The purposes of the M-X-T Zone as stated in Section 27-542 are as follows:

Section 27-542. Purposes.

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

(1) To promote the orderly development and redevelopment of land in the vicinity of major

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

(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;

(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;

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

(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;

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

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

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

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

(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.

The subject special purpose DSP is the next step toward implementation of the land use and development patterns envisioned in previously approved CSP-07004-01. The DSP does not change any uses or development density, but proposes development standards specifically for signage, public open space, timing for public open space and the public trail network, and appropriate locations for transit stops that are essential to the future development of the Westphalia Town Center. Therefore, this special purpose DSP conforms to the purposes and other provisions of the M-X-T Zone with respect to guiding and helping to promote the orderly development of land and to create dynamic functional relationships among individual uses with a distinctive visual character and identity.

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

The subject Westphalia Town Center property was placed in the M-X-T Zone through the 2007 *Westphalia Sector Plan and Sectional Map Amendment.* The special purpose DSP is limited in scope to establishing regulating standards for signage, appropriate locations for transit stops, preliminary designs for public open spaces, and a timing plan for public open spaces and the public trail network, and is in general conformance with the design guidelines or standards intended to implement the previously approved development concept recommended by the sector plan.

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

The regulating standards established in this DSP will guide and help to create a cohesive development, which is both physically and visually united and will

greatly improve the image of the immediate community, which is predominantly undeveloped.

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

The special purpose DSP will establish the standards for the entire development as previously approved in CSP-07004-01, which covers a master-planned mixed-use community of approximately 479 acres. The special purpose DSP will establish standards to guide a more uniform development, specifically for signage, public open spaces, trails, and transit stops for the master-planned community in order to achieve a development with unique character that is compatible with the proposed development in the vicinity.

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

The special purpose DSP will establish additional standards to implement the development as approved in CSP-07004-01, which was envisioned as an independent town center. The mix of uses, including residential, commercial, retail, office, and hotel; the arrangement and design of the buildings, landscaping, and other improvements; and the provision of public amenities as approved in the CSP-07004-01 will not be changed with this DSP. This special purpose DSP will help in creating a unique and cohesive, independent town center for the Westphalia area.

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

The Westphalia Town Center project is a multiple-stage development for a mixed-use, master-planned, regional urban community consisting of up to 5,000 single-family detached, single-family attached, and multifamily dwelling units; approximately 5,900,000 square feet of commercial retail and office space; and three hotels with up to 600 rooms. According to previously approved CSP-07004-01, the Westphalia Town Center will be developed in five phases and each phase is designed to allow for effective integration of subsequent phases as a self-sufficient entity. This special purpose DSP will not impact the staging plan, but will provide specific guidance for the design of signage, public open spaces, and the location of transit stops, as well as the timing for installation of major recreational facilities and public trails.

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

An extensive pedestrian system consisting of master plan trails, bikeways, and sidewalks on all internal streets has been planned for the Westphalia Town Center as well as the adjacent areas. The system is connected to all major destinations within the development and is convenient and comprehensively designed. A comprehensive network of sidewalks can ensure that non-motorized access is possible throughout Westphalia Town Center and surrounding developments. Approved Conceptual Site Plan CSP-07004-01 and approved Preliminary Plan of Subdivision 4-08002 included detailed road cross sections that incorporate facilities for pedestrians and bicyclists. The special purpose DSP will further implement the pedestrian system as previously approved in the conceptual site plan and will provide preliminary design of all public open spaces that will serve as a base for detailed design of those important pedestrian destinations in each future DSP.

(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

This special purpose DSP provides specific information on the design of the pedestrian activity centers or gathering places. Each design scheme for different types of public open space has suggested design features and programs, such as a focal point landmark feature, plaza areas, benches, programmed activities such as free concerts and seasonal events, Wi-Fi hotspots, a skating rink, water features, open grass areas, landscaping with ornamental trees and flowers, outdoor meeting areas, etc. Additional photos of those built facilities from different places have been used to illustrate the scale, quality, lighting, and landscaping of the future public open spaces. The information provided shows that adequate attention will be paid to the design details of those pedestrian destinations. However, the specific design and amenities in each public open space within the Westphalia Town Center will be decided at the time of DSP for the specific area.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities

financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject application is a special purpose DSP. This requirement is not applicable to this DSP.

(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.

Conceptual Site Plan CSP-07004-01 covers the entire Westphalia Town Center site and was approved by the Planning Board on May 20, 2010 and adopted on June 10, 2010 (PGCPB Resolution 10-59(C)). As the CSP was approved less than six years ago, the prior finding of adequacy is still valid.

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

The larger Westphalia Town Center project contains 478.48 acres of land and is envisioned in previously approved CSP-07004-01 as a mixed-use regional community.

e. Section 27-548 of the Zoning Ordinance prescribes additional regulations regarding density, building, landscaping, buffering, gross floor area computation, building height for multifamily buildings, townhouses, etc. for development in the M-X-T Zone. Since this special purpose DSP contains limited information, conformance to the requirements of Section 27-548 will be reviewed at the time of each DSP when the detailed site, building, and landscaping information are complete.

8. **Conceptual Site Plan CSP-07004-01:** The Planning Board approved Conceptual Site Plan CSP-07004 for a mixed-use town center, known as Westphalia Town Center, consisting of up to

5,000 dwelling units, 800,000-1,400,000 square feet of retail space, and 4,000,000-4,500,000 square feet of office space, as well as up to 600 hotel rooms, on December 18, 2008. The District Council approved the project with conditions on May 8, 2009 and issued a revised order on June 8, 2009. On May 20, 2010, the Planning Board approved a revision to previously approved CSP-07004 to allow the development of the Moore Property (consisting of a maximum 505 attached dwelling units, 135 multifamily units, and 3,000 square feet of community/retail land use) to proceed prior to other portions of the Westphalia Town Center development. At the time of CSP approval, the Planning Board specifically stated in the resolution (No. 10-59(C)) that CSP-07004-01 supersedes and replaces previously approved CSP-07004 in its entirety. Of 40 conditions attached to the approval of CSP-07004-01, the conditions that are applicable to the review of this special purpose DSP are discussed as follows:

15. **Prior to approval of a detailed site plan for specific buildings for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the applicants of the Moore Property and the balance of Westphalia Center, separately, shall obtain approval of a special-purpose detailed site plan to establish regulating standards for signage and to identify appropriate locations for transit stops in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show site plan details of the public open spaces and establish a timing plan for the improvement of these public spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition shall be construed such that the Moore Property may proceed prior to the entire Westphalia Center. However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time.**

The special purpose DSP has been filed specifically to fulfill this condition. As discussed in Finding 6 above, this DSP contains limited elements required by this condition as follows:

- To establish regulating standards for signage;
- To identify appropriate locations for transit stops in consultation with DPW&T and WMATA;
- To show site plan details of the public open spaces; and
- To establish a timing plan for the improvement of these public spaces and for the public trail system.

A detailed set of regulating standards has been provided for the following types of signage.

Site Identity Signage

Project Gateway Signage
Landmark gateway
Arrival gateway

Neighborhood Gateway
Primary neighborhood gateway
Secondary neighborhood gateway (pole)
Banner (Min. clearance)

Open Space Signage
Identification signage
Directory signage

Special Identity Graphics including infrastructural graphics and public art have been required

Multimodal Way-Finding Signage

Vehicular Scaled Directional
Parking/service signage
Regulatory signage

Pedestrian/Cyclist Scaled Directional
Site Information signage
Public Transportation signage
Trail signage

The specific sign standards include suggested location, heights including both the sign height and lettering height, quantity, colors, illumination, required and suggested design guidelines, maximum sign face area, and additional optional information.

For the tenant signs, a different format of organization has been used to provide specific design guidance for future signs. Each type of signage contains an intent statement and location suggestion. A list of required, recommended, and optional signs has been provided with detailed design guidelines. The tenant signs have the following sign types:

Tenant Signage

Boutique Retail Signage

Required
Canopy sign or enhanced entrance signage
Façade signage

Recommended
Small blade sign
Awning sign
Wall plaques

Optional
Window graphic signage
Menu board

Anchor Retail Signage

Required
Canopy sign or enhanced entrance signage
Façade signage

Recommended
Window graphic signage
Small blade sign
Awning signage

Optional
Wall plaques
Entry monumental sign

Multifamily Residential Signage

Required
Canopy sign or enhanced entrance signage
Façade signage
Large vertical blade sign

Recommended
Entry monumental sign
Awning signage
Wall plaques

Optional
Paving graphics

Single-family and Townhouse Residential Signage

Required
Façade signage
Wall plaques

Office Signage

Required
Canopy sign or enhanced entrance signage
Window graphic signage

Recommended

Façade signage
Tenant listing
Large Vertical blade sign

Optional

Entry monumental sign
Wall plaques

Hotel Signage

Required

Canopy sign or enhanced entrance signage
Façade signage

Recommended

Window graphic signage
Small blade sign
Awning signage

Optional

Wall plaques
Entrance Monumental Sign

The site plan also includes site designs for 13 typical public open spaces of various types, as well as the location map for future transit stops. A list of 23 prohibited signs has also been included in the sign standards. As acknowledged in previous discussion, the detailed site design and final location of each open space and transit stop will be reviewed and finalized at the time of a full-scale DSP that covers the sites.

16. **Prior to approval of a special-purpose detailed site plan for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the following items shall be determined to ensure they will be addressed during the review of each incremental detailed site plan submitted subsequently.**

    a. **Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637 or propose an alternative road design or location for the public spaces.**

    b. **Address gateway design themes and concepts.**

    c. **Define the responsibility for construction and ownership of other public spaces, recreation, and open space facilities proposed in the town center.**

    d. **Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation**

facilities, open spaces, and management operations for Westphalia center as a whole, including the Moore property.

e. Acknowledge that the transit center will be dedicated to public use.

The five items have been addressed as follows:

Schematic designs for all circular public spaces including the one within Public Road MC-637 have been provided as required by Condition 15 above. The designs provide schematic analyses of the circular public spaces including site layouts, programs, accessibility, safety, and traffic control measures after consulting with DPW&T. The proposed safety measures include stop signs at each terminus of a road with the traffic circle so that vehicular traffic is stopped before entering the circle. Design emphasis has been placed not only on efficient vehicular circulation, but also on the safety of pedestrians.

The special purpose DSP proposes a grouped kinetic (wind) sculpture theme for major gateway signs. Landmark signage will be integrated into the design of the gateway sculptures. No more than 45 percent of sign face area should be dedicated to landmark gateway sculptural elements. Specific details for gateway signs will be provided at the time of the DSP that covers the location of the gateway sign.

All public spaces and recreational facilities proposed in the Westphalia Town Center development will be constructed by the applicant as the master developer, or its designees, and be owned by property owners associations to be established later on. The developer of the Moore Property, which is no longer part of this application, will be responsible for construction of all facilities and public open spaces within the boundary of that development. The proposed transit center (Parcel 28, a 4-acre site), the school site (Parcel 25), and the fire station (existing Lot 7) will be dedicated or conveyed to the appropriate authority and constructed by others. In addition, a civic use site (Parcel 30) potentially for a library will also be dedicated to the appropriate county authority and be constructed by others. Any additional recreational facilities within the multifamily development will be constructed, owned, and maintained by the owners of the multifamily buildings.

The applicant, as a master developer, will establish a governance structure for the community through recorded covenants that provide for two mandatory membership owners associations, including a residential association with jurisdiction over all for-sale residential properties and a separate commercial association with jurisdiction over the commercial properties and rental apartments, each with some rights to enforce the other's governing documents. Architectural control authority under each set of documents would be vested in the developer until the community is fully built out, then transferred to a committee appointed by the board of directors of each association. The covenants for each association would incorporate a service area concept, which would enable the respective associations to provide special services to different areas of the community, or to different land uses or product types (such as landscaping and exterior maintenance) within their jurisdiction, and to charge the costs of such services as a service area assessment to only those lots or parcels that benefit from such services. A parcel developer will

also be creating a sub-association for its parcel to provide additional levels of service or control to that specific parcel if it chooses to do so, but any such sub-association would be in addition to and subordinate to the primary association established by the applicant. Prior to any final plat for this development, a declaration of covenants should be submitted which defines the comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations to be reviewed and approved by the Planning Board and to be recorded among the Land Records of Prince George's County.

To address maintenance of community improvements such as landscaping within public rights-of-way, open spaces, parks, and ponds that serve as aesthetic features or as part of the overall stormwater drainage system for the community, and any other improvements or services that are intended to benefit both residential and commercial properties, the applicant will record a declaration of easements and covenants to share costs by which one association will be responsible for the maintenance of the shared elements and the other association will be obligated to share in the cost of such maintenance in accordance with a predetermined formula. According to the applicant, DPW&T has agreed that certain public streets will be maintained by the property owners association for snow removal, landscaping, and other specified daily operational activities, while major capital repairs and improvements will remain a public responsibility. A breakdown of the treatment of the streets within the town center is shown as part of the conceptual site plan approval, CSP-07004-01. The Moore Property will have its own owners association to address the construction and maintenance of any facilities within its boundary.

The transit center has been clearly labeled in the special purpose DSP. The applicant is required to dedicate the transit parcel to the county to construct a transit facility to be open to public use.

17. **Prior to acceptance of each detailed site plan, the package shall include a description of the use of green building techniques and alternative energy sources for the development throughout the site. At least three green building techniques shall be used in each development area of the site as identified on the CSP.**

This is a special purpose DSP and has a limited scope as described above in response to Condition 15. This condition will be fulfilled at the time of full-scale DSP.

18. **Each detailed site plan shall demonstrate conformance to landscaping standards. In general, development on the site shall be subject to the standards of Section 4.8 of the Landscape Manual, in addition to the following standards:**

    a. **Single-family detached lots larger than 9,500 square feet shall provide at least one shade tree and one ornamental or evergreen tree on the lot.**

    b. **Required landscaping for attached dwelling units shall be provided on the individual lots or common open space directly associated with the attached dwellings. Plantings within public or private open spaces shall only be**

counted towards the requirements where those spaces are located adjacent to the attached dwellings and are easily accessible to residents.

c. Surface parking lots larger than five parking spaces shall be subject to the landscaping standards of Section 4.3 of the Landscape Manual.

d. In general, uses within the town center shall not be buffered from each other. However, buffering of highly incompatible adjacent uses may be deemed necessary at the time of detailed site plan review.

This is a special purpose DSP and has a limited scope as described above in response to Condition 15. This condition will be fulfilled at time of full-scale DSP.

19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on HOA open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and *proper[~~ty~~] siting prior to approval of the detailed site plan by the Planning Board.

The special purpose DSP has identified both public and private open spaces throughout the Westphalia Town Center development. The DSP has also provided schematic designs for those open spaces with photos illustrating the types of recreational facilities and programs as well as the character of spaces. Specific recreational facilities will be provided and reviewed at the time of full-scale DSP when the specific recreational needs of the community are confirmed.

20. At the time of detailed site plan approval, the applicant shall demonstrate to the Planning Board that on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement (RFA), or other appropriate means and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.

This condition will be enforced at the time of full-scale DSP.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

This condition will be enforced at the time of full-scale DSP.

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, in accordance with the timing established in the applicable special-purpose DSP. The developer, his heirs, successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

It is envisioned that the construction of the proposed recreational facilities will be phased with the construction of the community immediately surrounding the facility. There will be a series of DSPs for the phases of development at Westphalia Town Center, and the associated recreational facilities will be included with each applicable DSP. As phases of development are platted, a recreational facilities agreement(s) (RFA) will be required to address the facilities covered by the applicable final plats. Those RFAs will contain the requirements for financial guaranties related to the completion of the facilities covered by each RFA. The recreational facilities will be conveyed to a property owners association to be established to manage open spaces and private facilities within the Westphalia Town Center development. Since the subject development is a multi-phased project involving many recreational facilities and sites, the specific recreational needs of the neighborhoods will not be decided until the time of a full-scale DSP.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the applicable special-purpose detailed site plan.

Two community buildings with a minimum of 10,000 square feet of gross floor area will be constructed within the Westphalia Town Center project. There is another one to be constructed within the Moore Property which is addressed in its own special purpose Detailed Site Plan, DSP-10017. The location of the community buildings is depicted on Sheets 12 and 13. The minimum size of the community building should be provided. Each building will be constructed in phase with the units contained in the DSP applicable to that respective stage of development. The community building in the eastern residential area will be constructed in phase with the residential units adjacent to that building, but in any event will be completed no later than the issuance of the 600th residential building permit (not including multifamily uses) for Westphalia Town Center. The community building in the northern residential area will be constructed in phase with the residential units adjacent to that building, but in any event will be completed no later than the issuance of the 1200th residential building permit (not including multifamily uses) for Westphalia Town Center.

The specific timing of the two proposed community buildings, including their timing of building permit approval, bonding, construction, and occupancy are as follows:

	Approved Permit and Bonding	Begin Construction	Open for Occupancy
Community Open Space 1 (in the northern residential area)	Prior to the issuance of the building permit for the 1000th single-family dwelling unit.	Prior to the issuance of the building permit for the 1100th single-family dwelling unit.	Prior to the issuance of the building permit for the 1200th single-family dwelling unit.
Community Open Space 2 (in the eastern residential area)	Prior to the issuance of the building permit for the 400th single-family dwelling unit.	Prior to the issuance of the building permit for the 500th single-family dwelling unit.	Prior to the issuance of the building permit for the 600th single-family dwelling unit.

Note: Building permit triggers shall not include multifamily dwelling units. It is envisioned that each community open space will be designed as part of the DSP for the phase of the overall project which contains the open space parcel, and will be constructed in sequence with the adjacent phase of development.

The above timing of the construction of the proposed two community buildings has been translated into conditions of approval for this special purpose DSP and has been included in the Recommendation section of this report.

The applicant plans to build two community buildings for a minimum 10,000 square feet as proposed in this special purpose DSP at this time. However, the applicant would like to maintain as much flexibility as possible by not identifying the exact square footage for each community building at this time. The specific size of each community building will be finalized at the time of the full-scale DSP covering the community open space site. The total square footage of the two community buildings may be increased in the future. This minimum footage of the community buildings should be clearly identified in the special purpose DSP. A condition has been proposed in this resolution to include the minimum square footage of the community buildings in the timing conditions.

30. **The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the applicable special-purpose detailed site plan. While the applicant acknowledges that public recreational facilities are to be provided in the central park, details regarding the installation of those facilities will be determined at the time of the review of the special-purpose detailed site plan for the balance of Westphalia Center, which includes the central park.**

The private recreational facilities within the Westphalia Town Center are shown on Sheets 6–15 of the special purpose booklet. It is envisioned that the recreational facilities, private and public, will be phased with each section of development within which each are located. A phasing plan is included on Sheet 5 of the booklet that identifies five phases. Revisions to the phasing plan may occur based on market conditions or other factors, but the facilities within each phase will be constructed with each respective phase. As previously discussed, the entire project will need to provide a huge number of on-site private recreational facilities to serve the recreational demands of the future residents. However, the specific recreational needs of the residents at the neighborhood level are generally unknown at this time. Only the recreational facilities at the larger community level are clear and will be provided as follows:

C1. **Community Center** (Located in the northern residential area)

Club House with entry plaza;

Competition-style pool;

Gazebo and trellis;

Kids play area with facilities such as a multi-age playground (including ages 2–5 and 5–12);

Dog park;

Walking trails;

Outdoor meeting areas; and

Benches and seating areas.

C2. Community Center (Located in the eastern residential area)

Club House with resort-style pool;

Hot tub;

Kids pool;

Gazebo and trellis;

Open lawn space;

Walking trails;

Kids play area with facilities such as a multi–age playground (including ages 2–5 and 5–12);

Entry plaza area; and

Benches.

The specific timing of construction and occupancy of the community buildings and the associated recreational facilities has been provided above. Other on-site private recreational facilities will be determined at the time of DSP revision for each specific section of the Westphalia Town Center.

31. The phasing of residential and commercial uses shall be determined with approval of the conceptual site plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and the relevant special-purpose DSP.

The Planning Board, in subdivision review for any proposed residential construction on the subject property, shall include all relevant issues, including without limitation, public facilities adequacy and master plan conformance, as they concern the entire Westphalia Center property and project, not just the issues arising at the site for that subdivision.

The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements.

a. The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these minimums provided adequate transportation capacity will exist for that development.

b. Attached dwelling units shall be limited to 50 percent of the total dwelling units on the Westphalia Center site as a whole, including the Moore Property. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in the attached units cumulatively exceeding 50 percent of the total of all dwelling units for which permits have been issued for the Moore Property and the balance of the Westphalia Center property. Up to 100 percent of the building permits for attached dwelling units may be issued for development on the Moore property if it is in compliance with all other requirements.

c. Prior to issuance of permits for the 1,400th dwelling unit on the balance of the Westphalia Center property, excluding the Moore Property, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core area. Permits for development on the Moore Property may be issued prior to any commercial development in the central Core Area.

d. Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,000 square feet of office space shall be constructed in the Core area.

e. Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core area.

f. **Prior to issuance of permits for the 500,000 square feet of retail development, 250,000 square feet of office shall be constructed.**

g. **Prior to issuance of permits for the 750,000 square feet of retail development, 500,000 square feet of office space shall be constructed.**

h. **No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.**

i. **A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.**

The special purpose DSP will not have any revisions to the above phasing arrangements for residential and commercial uses as approved in CSP-07004-01. The information regarding tracking of the permits issued, as well as the minimum development, has been required at the time of each full-scale DSP.

40. **Any subsequent approvals which contain the requirement for a special-purpose detailed site plan, including but not limited to Conditions 10 and 17 of Preliminary Plan of Subdivision 4-08018 (as expressed in PGCPB Resolution No. 09-95) and Conditions 11, 17, 18, 19, 21, and 50 of Preliminary Plan of Subdivision 4-08008** *[sic* 4-08002*]* **(as expressed in PGCPB Resolution No. 09-93), shall be construed to permit separate special-purpose detailed site plans for the Moore Property and for the balance of Westphalia Center.**

Preliminary Plan of Subdivision 4-08018 covers only the Moore Property, which was approved by the Planning Board on June 4, 2009. The Moore Property has an approved Special Purpose Detailed Site Plan, DSP-10017. Conditions 10 and 17 of 4-08018 are applicable only to the area covered in the plan which is outside the boundary of this DSP. See Finding 9 below for discussion on the applicable conditions attached to the approval of 4-08002.

9. **Preliminary Plan of Subdivision 4-08002:** The Planning Board approved Preliminary Plan of Subdivision 4-08002 for Westphalia Town Center with 54 conditions. That approval does not include the Moore Property, which was approved under a separate Preliminary Plan of Subdivision, 4-08018. The conditions that are relevant to the review of this special purpose DSP are discussed as follows:

2. **A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No Permits will be**

issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

Since this is a special purpose DSP, no tree conservation plan is included in this application. A site plan note will be added to this DSP indicating that no permits will be issued using this special purpose DSP.

3. **Development of this site shall be in conformance with Stormwater Management Concept Plan 44782-2007-00 and any subsequent revisions.**

This DSP has a limited scope and will not alter what has been approved previously.

4. **At the time of final plat, the applicant shall dedicate a public utility easement as approved on the detailed site plan along the public rights-of-way.**

This special purpose DSP does not include any dedication of public utility easements (PUEs) along the public rights-of-way. The PUEs along public rights-of-way will be reviewed at time of full-scale DSPs.

7. **Prior to approval of each detailed site plan, the public utility companies shall provide comments to ensure adequate area exists to provide proper siting and screening of the required utilities, and to provide for direct bury utilities where feasible. Review shall include, but may not be limited to the following:**

   a. **Coordination with other utility companies to use one side of the street for Potomac Electric and Power Company (PEPCO) use only. If this is not possible Verizon may ask for two feet or so of additional space on the public utility easement (PUE) for FIOS cables making some of the PUEs to be 12 feet wide in some areas. The main transmission line may require up to a 15-foot-wide PUE.**

   b. **Private roads shall have a five to seven-foot-wide utility easement (UE). (The current plan shows seven-foot-wide UEs, but at the time of detailed site plan continued coordination with utility companies will establish the ultimate UE locations and sizes). Gas service shall be provided in the alley as shown on the utility sketch plan.**

   c. **At the time of detailed site plan, coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.**

   d. **Unless modified by a, b, or c above, a ten-foot PUE shall be provided along public roads and master-plan roads.**

As discussed previously, this special purpose DSP has a limited scope and focuses on signage, schematic designs of public open spaces, timing of installation of public trails and recreational facilities, and identification of appropriate transit stops. PUEs will be reviewed at the time of full-scale DSP.

10. **The applicant shall allocate appropriate and developable areas for the private recreational facilities on homeowners association (HOA) open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and property siting prior to approval of the detailed site plan by the Planning Board. Or as modified by any subsequent revisions to CSP-7004.**

Adequate developable areas within the Westphalia Town Center development have been designated as the location for various public open spaces. Specifically, seven public and civic spaces, four community spaces of which two will contain community buildings, and 33 neighborhood pocket greens have been identified in this DSP. In addition, schematic site designs with suggested recreational facilities and programs have also been provided for seven public and civic spaces, two community spaces, and two neighborhood pocket greens. The specific recreational facilities on each open space will be reviewed in detail at the time of full-scale DSP when the recreational facility demand is specified.

11. **The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the special-purpose detailed site plan. Private and public recreational facilities shall be reviewed as a package, acknowledge the contribution of $3,500 per dwelling unit, and determine the total expenditures for the package. Or as modified by any subsequent revisions to CSP-7004.**

As previously discussed, adequate on-site private recreational facilities and sites have been identified in this DSP. The DSP also provides photos to illustrate the type and quality of the facilities to be provided at each level of open space. Those facility schemes are in addition to the $3,500 per dwelling unit park fee. The specific recreational facilities on each open space will be finally determined at the time of full-scale DSP.

16. **Detailed site plan(s) shall demonstrate that lots fronting on MC-637, MC-632, C-636 will be rear loaded and shall not have direct vehicular access to these master-plan roads.**

This special purpose DSP does not involve any specific lots. This condition will be reviewed for conformance at the time of full-scale DSP when specific lot layouts are available.

17. **The applicant and the applicant's heirs, successors and/or assignees shall dedicate Parcel 25 to the Board of Education at the time of dedication of any public**

rights-of-way abutting Parcel 25, or as determined at the time of approval of the special-purpose site plan.

The applicant has decided to dedicate the parcel in question to the Prince George's County Board of Education at the time of dedication of the public rights-of-way abutting the parcel. This special purpose DSP does not involve any specific parcels, but covers the entire Westphalia Town Center development. However, the applicant plans to dedicate the property in question to the appropriate authority if the need arises and warrants an earlier dedication.

18. **The applicant and the applicant's heirs, successors and/or assignees shall dedicate Lot 7 to Prince George's County for the construction of a fire/EMS station at the time of dedication of Parcel 25 to the Board of Education, or as determined at the time of approval of the special-purpose site plan, unless otherwise determined by the District Council or Planning Board.**

The applicant has decided to dedicate Lot 7 in question to the county at the time of dedication of Parcel 25 to the Board of Education. This special purpose DSP does not involve any specific parcels, but covers the entire Westphalia Town Center development. However, the applicant plans to dedicate the property in question to the appropriate authority if the need arises and warrants an earlier dedication.

19. **The applicant and the applicant's heirs, successors and/or assignees shall dedicate the transit station (to be labeled on the preliminary plan) to public use, and shall be a minimum of four acres. Dedication shall occur at the time of dedication of any public rights-of-way abutting the site or as determined at the time of approval of the special-purpose site plan. The transit station parcel shall have frontage on and the ability for direct access to a public street. The creation of the addition parcel is anticipated by this condition.**

The applicant has decided to dedicate the four-acre transit station in question to the future transit operator at the time of dedication of the portion of the A-66 (Presidential Parkway Extension) in front of the site. This special purpose DSP does not involve any specific parcels, but covers the entire Westphalia Town Center development. However, the applicant plans to dedicate the property in question to the appropriate authority if the need arises and warrants an earlier dedication.

23. **All detailed site plans which include property abutting Pennsylvania Avenue (MD 4) except the Special Purpose DSP, shall provide a landscape buffer with a minimum width of 20 feet and an average width of 40 feet wide, using native plants with a planting density equivalent to those found in the Landscape Manual for similar bufferyards along the ultimate right-of-way of MD 4.**

This application is a special purpose DSP. This condition will be enforced at the time of the full-scale DSP covering the property abutting Pennsylvania Avenue (MD 4).

24. **Prior to approval of a detailed site plan located in the Fringe area or south of Presidential Parkway, the architecture of buildings which are adjacent to and visible from Pennsylvania Avenue (MD 4) shall be evaluated with regard to scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships along this gateway corridor.**

This application is a special purpose DSP with a limited scope and does not include any architecture. This condition will be enforced at the time of full-scale DSP when detailed architectural information is available.

26. **Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from Public Road O to 500 feet north of Public Road O (approximately 900 feet north of MD 4) shall address the following:**

    a. **The conservation of historic Melwood Road by providing a transitional landscape buffer along the western frontage of the road. The landscape buffer shall begin with a width of 10 feet at the southern end, and expanding to a width of 30 feet, subject to the provision of plant units equivalent to those for similar width bufferyards as indicated in the Landscape Manual. Existing trees shall be preserved to the greatest extent possible, and supplemental planting shall be with native plant species; and**

    b. **Establish a building restriction line 50 feet from the property boundary fronting on Melwood Road to encourage development to be set well back from the historic road.**

This application is a special purpose DSP. This condition will be enforced at the time of the full-scale DSP covering the property in question.

27. **Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from approximately 500 feet north of Public Road O (900 feet north of MD 4) to Westphalia Road shall address the conservation of historic Melwood Road as an integral part of the community's trail and greenway network and address the following concerns:**

    a. **Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads, and provide for the necessary road improvements without compromising the valuable contribution to community character Melwood Road provides:**

    b. **Discourage entrance features and signs at the one recommended entrance onto Melwood Road.**

This application is a special purpose DSP. This condition will be enforced at the time of the full-scale DSP covering the property in question with frontage on Melwood Road.

29. **The submission package for the first DSP for any area of the Westphalia Center draining into Back Branch shall contain:**

    a. **A comprehensive and detailed stream restoration plan for Back Branch.**

    b. **A technical stormwater management plan which demonstrates the use of stream restoration as an innovative stormwater management technique. Access to conduct the proposed work must be shown, along with all required clearing and grading for the proposed work. Staging areas, phasing, and other plan details needed for construction shall also be provided.**

This application is a special purpose DSP. This condition will be enforced at the time of the first full-scale DSP.

30. **Prior to approval of a DSP, other than the special-purpose DSP which includes the stormwater management ponds, the design shown on the conceptual stormwater facility layout renderings shall be shown on the DSP.**

This application is a special purpose DSP with limited scope. However, the two stormwater management ponds, one located in the northwestern corner of the site, the other located in the southeastern corner of the site, have been identified as community open spaces. A schematic design has been provided for each stormwater management pond. The concept shown in this special purpose DSP should be reflected in the full-scale DSP that covers the stormwater management ponds. A condition has been included in this resolution.

32. **All detailed site plans, other than the special-purpose detailed site plans, which include property located within the 65 dBA Ldn noise contour associated with the roads on the north side of Presidential Parkway, shall demonstrate that outdoor activity areas associated with any residential dwelling units are located outside the 65 dBA Ldn noise contour.**

This application is a special purpose DSP. This condition will be enforced at the time of the full-scale DSP that covers the impacted property.

33. **With the submittal of each detailed site plan, other than the special-purpose DSP, design scenarios may be submitted and evaluated for the final design for the use of the land in the areas surrounding proposed Impacts A through D. The Planning Board shall evaluate the proposed scenarios to determine the design that results in the preservation of the regulated areas to the fullest extent possible.**

This is a special purpose DSP with limited scope. There are no environmental issues included in this DSP. This condition will be enforced at the time of full-scale DSP.

39. **Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are determined to remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.**

This is a special purpose DSP with limited scope that does not involve any tree conservation plan. This condition will be enforced at the time of full-scale DSP when a Type II tree conservation plan is included.

43. **A traffic phasing analysis will be submitted and reviewed during the processing of the detailed site plan for each phase. This traffic phasing analysis will define the improvements required for Phase 1A, 1B, IC, 2A, 2B, 2B, 2C, 2D, 3A, 3B, and Phase 5. These above-mentioned traffic conditions will be modified to adjust the timing trigger and extent of these improvements for each phase. This phasing analysis will not exceed the 6,186 AM peak-hour trips, and 8,526 PM peak-hour trip cap, unless a new preliminary plan of subdivision is processed.**

This is a special purpose DSP with limited scope. This condition will be enforced at the time of full-scale DSP.

50. **Prior to approval of a special-purpose detailed site plan, proposed Parcel T-1 shall be evaluated to determine the adequacy of accessibility, safety, and if traffic controls are needed for the circular public space (park) within public road MC-637 (Dower House Road), or an alternative road design or location for the public spaces shall be approved. This study may affect the proposed road design and lot patterns in this area.**

Parcel T-1 is referred to as P1, also known as West Circle, which is a public and civic space that terminates the western view of the commercial main street in the downtown of the Westphalia Town Center development. The design scheme utilizes traffic calming techniques to slow down traffic entering this circle and includes both landscaping and hardscape in the public space design along with suggested recreational facilities and programs to achieve a balance between safety and accessibility. The schematic design and suggested facilities are acceptable and no alternative road design is necessary.

54. **At the time of each detailed site plan review, except the special purpose detailed site plan the applicant shall:**

a. **Integrate the proposed commercial development located on residential and recreational parcels within the Edge with the residential and recreational uses in a mixed-use arrangement.**

b. **Provide a parking study for each block group of the site so as to ensure an adequate provision and distribution of parking (including handicapped-accessible parking) across the site.**

c. **Minimized to the fullest extent possible the direct vehicular access from lots and parcels onto master-planned roads.**

This is a special purpose DSP with limited scope. This condition will be enforced at the time of full-scale DSP.

10. **Prince George's County Landscape Manual:** Any DSP is technically subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). However, since this special purpose DSP deals with only a limited number of issues, the Planning Board, at the time of approval of Conceptual Site Plan CSP-07004-01 and Preliminary Plan of Subdivision 4-08002, specifically exempted the special purpose DSP from many of the conditions attached to both approvals. As such, no landscape plan is required for this DSP. Conformance with Landscape Manual requirements will be found at the time of full-scale DSP when the landscape plan is included.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** Any DSP is technically subject to the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO). However, since this special purpose DSP deals with only a limited number of issues, the Planning Board, at the time of approval of Conceptual Site Plan CSP-07004-01 and Preliminary Plan of Subdivision 4-08002, specifically exempted the special purpose DSP from many of the conditions attached to both approvals. Neither a tree conservation plan (TCP) nor a natural resources inventory (NRI) is required for this special purpose DSP, and conformance to the TCP and NRI is not required. Conformance with the requirements of the WCO will be found at the time of full-scale DSP when a Type II tree conservation plan is included.

12. **Further Planning Board Findings and comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning**

- **Conformance with the 2002 Prince George's County Approved General Plan:** This application is consistent with the 2002 *General Plan* Development Pattern policies for the Developing Tier.

- **Conformance with the 2007 *Westphalia Sector Plan and Sectional Map Amendment*:** This application is in conformance with the land use recommendations of the 2007 *Westphalia Sector Plan and Sectional Map Amendment* for the Town Center.

b. **Subdivision Review**—There is no subdivision issue with this DSP.

c. **Transportation Planning**—The Planning Board concluded that this application is acceptable.

d. **Trails**—The Planning Board reviewed the applicable elements of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the applicable conditions attached to the previous approvals (Conceptual Site Plan CSP-07004-01 and Preliminary Plan of Subdivision 4-08002) governing the subject site and concluded that, from the standpoint of non-motorized transportation, this plan is acceptable and fulfills the intent of the applicable master plans and functional plans and meets prior conditions of approval and findings required for a detailed site plan. Three conditions that have been included in this resolution.

e. **Permit Review**—There is no permit issue with this DSP.

e. **Department of Public Works and Transportation (DPW&T)**—There was no response from DPW&T.

f. **Historic Preservation Section**—In a memorandum dated March 11, 2013, the Historic Preservation Section stated that this DSP proposal will not impact any known archeological site.

g. **The Maryland State Highway Administration (SHA)**—There was no response from SHA.

h. **The Department of Parks and Recreation (DPR)**—In a memorandum dated March 29, 2013, DPR provided no comments on this application.

i. **The Westphalia Sector Development Review Council (WSDRC)**—There was no response from WSDRC.

j. **Washington Metropolitan Area Transit Authority (WMATA)**—There was no response from WMATA.

13. Based upon the foregoing analysis and as required by Section 27-285(b)(3) of the Zoning Ordinance, the subject detailed site plan satisfies the site design guidelines as contained in Section 27-274 of the Zoning Ordinance, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading,

reforestation, woodland conservation, drainage, erosion, and pollution discharge. In addition, as required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations.

The subject special purpose DSP has limited components and does not involve setting any standards dealing with regulated environmental features, such as streams, wetlands, steep slopes, or floodplain, and those features will be required to be preserved to the fullest extent possible at the time of detailed site plan for each specific property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-12043, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall:

   a. Revise the special purpose DSP booklet to include a public open space key plan, a transit stop location plan, and the total minimum square footage of the two community buildings.

   b. Remove the Tot Lot Location map and the projected hotel signage photograph from the special purpose DSP booklet.

   c. Provide a note on the public open space key plan indicating that the specific recreational facilities for the open space parcels will be determined at the time of full-scale DSP covering that site.

   d. Provide site plan notes to be added on this DSP as follows:

      "All future DSPs for the Westphalia Town Center development shall be in conformance with the sign regulations, schematic designs of the public open space, timing of the construction of the community centers and buildings, and location of transit stops as approved in this special purpose DSP, in addition to the required findings as contained in Section 27-285(b)(3) of the Zoning Ordinance."

      "No permits shall be issued based only on this special purpose DSP."

   e. Add the following project-wide standards for the multimodal way-finding signage:

      (1) Signage shall not create an obstruction within any standard or wide sidewalk.

      (2) Signage shall be consistent with the 2009 Edition of the Manual of Uniform Traffic Control Devices.

(3) The designated bike lanes shall include pavement markings and signage consistent with the 2009 Edition of the Manual of Uniform Traffic Control Devices and the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities, unless modified by the Department of Public Works and Transportation (DPW&T).

(4) Directional or informational signage shall be provided where trails intersect with the road network, as appropriate.

(5) The project-wide standards for the multimodal way-finding signage shall also be applied to the pedestrian/cyclist-scaled directional signage.

2. At time of the full-scale detailed site plan (DSP) that covers either one or both of the stormwater management ponds as referred on Sheet 19 of the special purpose DSP booklet, the applicant shall provide the same layout or equivalent as approved on the special purpose DSP.

3. Prior to any final plat (other than infrastructure plats) for this development, a declaration of covenants defining the comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreational facilities, open spaces, and management operations shall be reviewed and approved by the Planning Board to be recorded among the Land Records of Prince George's County.

4. Prior to issuance of the 400th building permit for single-family dwelling units, the community building in Community Open Space 2 (located in the eastern residential area) and associated recreational facilities shall have approved building permits and be fully bonded.

Prior to issuance of the 500th building permit for single-family dwelling units, the aforementioned community building shall begin construction.

Prior to issuance of the 600th building permit for single-family dwelling units, the aforementioned community building shall be open for the residents.

The associated recreational facilities contained in Community Open Space 2 shall include, at a minimum, the following elements:

C2. Community Center (Located in the eastern residential area)

Club House with resort-style pool;
Hot tub;
Kids pool;
Gazebo and trellis;
Open lawn space;

Walking trails;
Kids play area with facilities such as a multi–age playground (including ages 2–5 and 5-12);
Entry plaza area; and
Benches.

The actual list of facilities is subject to modification and substitution at the time of detailed site plan review for the phase of development in which the open space parcel is located with the understanding that such modifications will be of equal or greater value and quality to those listed above.

5. Prior to issuance of the 1000th building permit for single-family dwelling units, the community building in Community Open Space 1 (located in the northern residential area) shall have an approved building permit and be fully bonded.

Prior to issuance of the 1100th building permit for single-family dwelling units, the aforementioned community building shall begin construction.

Prior to issuance of the 1200th building permit for single-family dwelling units, the aforementioned community building shall be open for the residents.

The associated recreational facilities contained in Community Open Space 1 shall include, at a minimum, the following elements:

C1. Community Center (Located in the northern residential area)

Club House with entry plaza;
Competition-style pool;
Gazebo and trellis;
Kids play area with facilities such as a multi–age playground (including ages 2–5 and 5-12);
Dog park;
Walking trails;
Outdoor meeting areas; and
Benches and seating areas.

The actual list of facilities is subject to modification and substitution at the time of detailed site plan review for the phase of development in which the open space parcel is located with the understanding that such modifications will be of equal or greater value and quality to those listed above.

6. The applicant and the applicant's heirs, successors, and/or assignees shall provide the following phasing for the sidewalk, bikeway, and trail facilities:

a. All standard and wide sidewalks and designated bike lanes that are included in the Trails Exhibit shall be completed concurrently with the road construction.

b. The segments of the Back Branch Trail that are along proposed roadways shall be completed concurrently with the road construction.

c. The remainder of the Back Branch Trail east of MC-632 shall be completed prior to issuance of the last building permit for Phase 1.

d. The portion of the Back Branch Trail west of MC-632 shall be completed prior to issuance of the last building permit for Phase 3.

e. The Cabin Branch Trail shall be completed prior to the issuance of the second building permit east of MC-637 for Phase 5.

f. The fee for the bikeway signage along Melwood Road shall be paid prior to issuance of the first building permit for Phase 1.

g. The fee for the bikeway signage along C-636 shall be paid prior to issuance of the first building permit for Phase 1.

h. The trail around the southern stormwater management pond shall be completed prior to the final building permit for Phase 1.

i. The trail around the northern stormwater management pond shall be completed prior to issuance of the last building permit for that section.

7. At the time of full-scale DSP, the applicant shall provide additional phasing information within each of the five phases of the development.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo and Hewlett voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, May 2, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of May 2013.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:arj

APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 5/7/13

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2020-136 File No. DSP-12043-01

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on September 17, 2020, regarding Detailed Site Plan DSP-12043-01 for Westphalia Town Center (Special Purpose), the Planning Board finds:

1. Request: This amendment to a detailed site plan (DSP) requests the modification of the condition regarding the timing for the community center in Open Space 2 and a condition to modify the timing for the dedication of the school site, known as Parcel 25.

2. Development Data Summary

	EXISTING	APPROVED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use	Commercial, Retail, Office, Hotel and Residential Uses	Commercial, Retail, Office, Hotel and Residential Uses
Total Gross Acreage	478.48	478.48*

Note: *Westphalia Town Center is a multi-phase development project. This special purpose DSP covers the entire town center development.

Additional Development Data
(As approved in Conceptual Site Plan CSP-07004-01 (PGCPB Resolution No. 10-59(c)))

a. Total dwelling units: 4,000–5,000, of which:

- 150–200 single-family detached houses
- 1,650–2,500 single-family attached dwelling units
- 1,800–3,100 multifamily dwelling units

b. 500–600 hotel rooms

c. 900,000–1,400,000 square feet of retail

d. 2,200,000–4,500,000 square feet of office

3. **Location**: The overall Westphalia Town Center is located at the intersection of MD 4 (Pennsylvania Avenue) and Melwood Road, approximately 800 feet north of Woodyard Road, in Planning Area 78, Council District 6. The subject property is zoned Mixed Use-Transportation Oriented (M-X-T) within the Military Installation Overlay (M-I-O) Zone.

4. **Surrounding Uses:** The 478.48-acre parcel of land in the M-X-T Zone is in the middle of the southern end of the 2007 *Approved Westphalia Sector Plan and Subject Map Amendment* area, adjacent to the right-of-way of MD 4. To the north of the site, is the Parkside residential development in the Residential Medium Development Zone; to the east of the site are existing single-family houses and open spaces in the Reserved Open Space, Residential-Agricultural (R-A), and Residential Suburban Development Zones; to the west of the site are properties in the M-X-T Zone.

5. **Previous Approvals:** The subject property was rezoned to the M-X-T Zone from the Light Industrial, Planned Industrial/Employment Park, and R-A Zones by the Westphalia Sector Plan and SMA. The property is also the subject of Conceptual Site Plan CSP-07004, which was approved with conditions by the Prince George's County Planning Board on December 18, 2008 (PGCPB Resolution No. 08-189). It was approved with conditions by the Prince George's County District Council on May 19, 2009, with a first revised Order of Approval issued on June 8, 2009, and a second revised Order of Approval issued on September 21, 2009.

CSP-07004-01 was originally approved with conditions by the Planning Board on May 20, 2010 (PGCPB Resolution No. 10-59), reconsidered by the Planning Board on October 24, 2013 (PGCPB Resolution No. 10-59(A)(C)), and finally approved with conditions by the District Council on February 24, 2014. CSP-07004-02 was approved by the Planning Board on June 27, 2019 (PGCPB Resolution No. 19-83), but was subsequently withdrawn.

The subject property has a valid Preliminary Plan of Subdivision, PPS 4-08002 (Westphalia Center). The resolution of approval (PGCPB Resolution No. 09-93) was adopted by the Planning Board on June 25, 2009.

A DSP for Infrastructure (DSP-12017), Special Purpose DSP (DSP-12043), and an Umbrella Architecture DSP (DSP-13001) have been previously approved for the subject site.

6. **Design Features:** The special purpose DSP covers the entire Westphalia Town Center development, which has a total land area of 478.48 acres. As stated in Condition 15 attached to the approval of CSP-07004-01, the special purpose DSP focuses specifically on establishing regulating standards for signage, identifying transit stop locations, providing preliminary designs for public open spaces, and establishing a timing plan for the public space improvements and public trail system. A similar special purpose DSP-09015 was approved specifically for the Moore Property by the Planning Board in 2011.

The original special purpose DSP was presented in a booklet format consisting of 37 sheets. The booklet covered previous conditions, public open space, phasing, trails, signage, and transit stop locations.

The subject amendment to a DSP requests the modification of the condition regarding the timing for the community center in Open Space 2, and a condition to modify the timing for the dedication of the school site, known as Parcel 25. These are discussed further in Findings 9 and 11 below.

COMPLIANCE WITH EVALUATION CRITERIA

7. Prince George's County Zoning Ordinance: The subject amendment to a DSP has been reviewed for conformance to the requirements of the M-X-T and M-I-O Zones of the Zoning Ordinance, as follows:

a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs permitted uses in all mixed-use zones. This amendment to the special purpose DSP does not propose any changes to the previously-approved use mix, and is therefore in conformance with Section 27-547.

b. This amendment to the special purpose DSP also does not propose any changes to the previously approved general site layout, including lotting, street patterns, and environmental features, and the site layout is consistent with previously approved Conceptual Site Plan CSP 07004-01.

c. This amendment to the special purpose DSP is limited in its scope to the above-mentioned issues. The project's conformance to the applicable site design guidelines, as referenced in Section 27-283 of the Zoning Ordinance and contained in Section 27-274 of the Zoning Ordinance, as previously established at the time of CSP-07004-01 approval, is still valid.

d. Section 27-546(d), Site Plans, of the Zoning Ordinance, includes additional findings for approval of a DSP in the M-X-T Zone, as follows:

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

The subject special purpose DSP amendment is the next step towards implementation of the land use and development patterns envisioned in the previously approved CSP 07004-01. This DSP does not change any uses or development density. Therefore, this amendment to the special purpose DSP conforms to the purposes and other provisions of the M-X-T Zone with respect to guiding and helping to promote the orderly development of land, and to create dynamic functional relationships among individual uses with a distinctive visual character and identity. The applicant is requesting a change in the timing of the construction of the Community Center in Westphalia East and the dedication of the school site, in order to respond to the current market and economic forces.

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

The subject Westphalia Town Center property was placed in the M-X-T Zone through the Westphalia Sector Plan and SMA. The special purpose DSP was limited in scope and found to be in general conformance with the design guidelines or standards intended to implement the previously approved development concept recommended by the sector plan. The subject application for the revision of two conditions does not change this finding.

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

The regulating standards established in this DSP will guide and help to create a cohesive development, which is both physically and visually united and will greatly improve the image of the immediate community, which is currently developing.

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

The special purpose DSP established the standards for the entire development, as previously approved in CSP-07004-01, and found to be compatible with the proposed development in the vicinity. The subject application for the revision of two conditions does not change this finding.

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

The special purpose DSP established additional standards to implement the development as approved in CSP-07004-01, and helped to create a unique and cohesive independent town center for the Westphalia area. The subject application for the revision of two conditions does not change this finding.

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

The Westphalia Town Center project is a multi-stage development for a mixed-use, master-planned, regional urban community consisting of up to 5,000 single-family detached, single-family attached, and multifamily dwelling units; approximately 5,900,000 square feet of commercial retail and office space; and three hotels with up to 600 rooms. According to the previously approved CSP-07004-01, the Westphalia Town Center will be developed in five phases and each phase is designed to allow for effective integration of subsequent phases as a self-sufficient entity. The subject application for the revision of two conditions does not change this finding.

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

An extensive pedestrian system consisting of master plan trails, bikeways, and sidewalks on all internal streets has been planned for the Westphalia Town Center, as well as the adjacent areas. The system is connected to all major destinations within the development and is convenient and comprehensively designed. A comprehensive network of sidewalks will ensure that non-motorized access is possible throughout Westphalia Town Center and surrounding developments. Approved CSP-07004-01 and PPS 4-08002 included detailed road cross sections that incorporate facilities for pedestrians and bicyclists. The subject DSP will not affect the implementation of the pedestrian system, as previously approved.

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

The original special purpose DSP provides specific information on the design of the pedestrian activity centers or gathering places. However, the specific design and amenities in each public open space within the Westphalia Town Center will be decided at the time of DSP for the specific area. The subject application for the revision of two conditions does not change this finding.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time

of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

This does not apply, as the subject application is a DSP.

(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.

This application is not proposing any new development and an adequacy finding is not required. The most recent adequacy finding for the overall M-X-T site was made in 2009 with PPS 4-08002, and the other current approvals for the town center fall within the allowed trip cap.

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

The larger Westphalia Town Center project contains approximately 530 acres of land and was previously approved in CSP 07004-01 as a mixed-use regional urban community.

e. The subject property was approved as part of a regional urban community and is subject the regulations found in Sections 27-544(c) and (f) of the Zoning Ordinance, as follows:

(c) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:

(1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

(2) The limitations on the maximum percentages of townhouses contained in Section 27-547(b)(7), footnote 7 and the lot size and lot width requirements in Section 27-548(h) shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.

The property was placed in the M-X-T Zone through a sectional map amendment approved after October 1, 2006, for which a comprehensive land use planning study was conducted, prior to initiation. The proposed development is consistent with the approved CSP, including the townhouse standards.

(f) Regional Urban Community Regulations.

(2) In addition to the definition, regulations, and other requirements set forth in Sections 27-107.01, 27-276, and 27-508 of this Code, the following regulations shall apply to a Regional Urban Community in the M-X-T Zone:

The previous approvals demonstrate conformance with these regulations and the subject amendment to two conditions does not change these findings.

f. **Military Installation Overlay (M-I-O) Zone:** The subject property is located within Conical Surface (20:1) – Right Runway of the M-I-O Zone. The maximum height for structures in this area is 499 feet above the runway surface. All proposed architecture will need to demonstrate conformance with this height restriction. This application does propose any architecture or changes to already approved architecture.

8. Conceptual Site Plan CSP-07004-01: The Planning Board approved CSP-07004 for a mixed-use town center known as Westphalia Center project, consisting of up to 5,000 dwelling units; 800,0001,400,000 square feet of retail space; and 4,000,000-4,500,000 square feet of office space, as well as up to 600 hotel rooms, on December 18, 2008. The District Council approved the CSP on September 21, 2009. CSP-07004-01, which fully replaced and modified the conditions of CSP-07004, was approved with conditions by the District Council on February 24, 2014. Of the 41 conditions attached to the approval of CSP-07004-01, none are applicable to this DSP.

9. Preliminary Plan of Subdivision 4-08002: The site is the subject of PPS 4-08002, approved by the Planning Board on June 25, 2009, for the creation of 1,352 lots and 209 parcels for 1,400,000 square feet of retail, 4,500,000 square feet of office, 172 single-family detached, 1,287 townhouse, 424 detached, and 2,473 multifamily dwelling units, subject to 54 conditions. Of the 54 conditions (PGCPB Resolution No. 09-93) the following are applicable to this DSP:

17. The applicant and the applicant's heirs, successors and/or assignees shall dedicate Parcel 25 to the Board of Education at the time of dedication of any public rights-of-way abutting Parcel 25, or as determined at the time of approval of the special-purpose site plan.

Condition 17 of PPS 4-08002 provides for the dedication of a parcel, known as Parcel 25, to the Board of Education for use as a school site. This condition also allows for the timing of the dedication to be modified with the approval of the special purpose DSP. Since these original approvals, the developer of the Westphalia Town Center has engaged in multiple discussions with the Board of Education concerning its long-range plans for new school sites. However, the Board has indicated that they do not wish to accept the conveyance of the property at this time. Therefore, in order to be able to continue development of the town center, the applicant proposes a new condition with this amendment, as follows:

> "The applicant and the applicant's heirs, successor and/or assigns shall convey Parcel 25 to the Board of Education at such time as the Board of Education provides written notice to the applicant of its desire to accept the conveyance of Parcel 25, in its sole discretion, based upon its determination that the long-range pupil growth forecast indicates the need for an additional school site in the approved Educational Facilities Master Plan in the vicinity of Parcel 25. The applicant and the Board of Education shall be entitled to provide for the conveyance of an alternative parcel within the Westphalia Town Center, upon mutual agreement, provided any such alternative site shall equal or exceed the size of Parcel 25. Any revisions required to implement the dedication of an alternative site shall be subject to approval of the Prince George's County Planning Director. Board of Education acceptance of the conveyance of the land does not suggest or imply that a new school will be constructed on the land except as subsequently communicated to the public through the Board's CIP and Facilities Master Plan process."

The Planning Board agrees with the revision to the language requiring the dedication of Parcel 25, at such time as the Board of Education provides notice of its desire to accept the conveyance from the property owner. However, other parts of the suggested condition language are not acceptable, as they mandate what the Board should use to make its determination, and allow for any necessary plan revisions for an alternative site to be approved by the Planning Director. The Planning Board does not agree that these are appropriate and, as such, approved the alternative language, as conditioned herein:

> The developer of the Westphalia Town Center (applicant) and the applicant's heirs, successors, and/or assignees shall dedicate Parcel 25, or an alternative parcel, which is acceptable to the Prince George's County Board of Education and the applicant, as approved by a conceptual site plan or PPS applicable to Westphalia Town Center, to the Board of Education, at such time as the Board

provides written notice to the applicant of its desire to accept conveyance of the parcel.

This was forwarded to Prince George's County Public School's staff to ensure agreement with the proposed revised condition language; and they are in agreement as indicated in an e-mail received September 14, 2020. Again, the Planning Board agrees that the Board of Education may use the suggested metrics and master plans in making their determination for timing of dedication, and may choose how to use the dedicated property.

In addition, the Planning Board agrees it is appropriate to include language in the condition to allow an alternative, acceptable parcel to Parcel 25 be provided for dedication to the Board of Education, upon approval of required applications. Parcel 25 is shown on the current applicable CSP and PPS as a school site, and cannot be developed with anything else until amendment applications are submitted, reviewed, and approved, in accordance with the Zoning Ordinance.

10. Infrastructure Detailed Site Plan DSP-12017: The Planning Board approved DSP-12017 for infrastructure on October 18, 2012 with three conditions, none of which are relevant to the review of this DSP.

11. Special Purpose Detailed Site Plan DSP-12043: The Planning Board approved special purpose DSP-12043 on May 2, 2013 with seven conditions. The applicant requests an amendment to only Condition 4 at this time, which reads as follows:

4. Prior to issuance of the 400th building permit for single-family dwelling units, the community building in Community Open Space 2 (located in the eastern residential area) and associated recreational facilities shall have approved building permits and be fully bonded.

Prior to issuance of the 500th building permit for single-family dwelling units, the aforementioned community building shall begin construction.

Prior to issuance of the 600th building permit for single-family dwelling units, the aforementioned community building shall be open for the residents.

The associated recreational facilities contained in Community Open Space 2 shall include, at a minimum, the following elements:

C2. Community Center (Located in the eastern residential area)

Club House with resort-style pool;
Hot tub;
Kids pool;
Gazebo and trellis;

Open lawn space;
Walking trails;
Kids play area with facilities such as a multi–age playground (including ages 2–5 and 5-12);
Entry plaza area; and
Benches.

The actual list of facilities is subject to modification and substitution at the time of detailed site plan review for the phase of development in which the open space parcel is located with the understanding that such modifications will be of equal or greater value and quality to those listed above.

The applicant requests that this condition be modified only to allow the timing to more specifically reflect the current phasing and development progress within the overall Westphalia Town Center Development. When DSP-12043 was originally approved seven years ago, it was anticipated that one developer would develop the entire Westphalia Town Center. However, to date, Walton has fully developed Phase I of the town center with 348 townhouses. The current Phase 2 of the development, which includes community center C2, DSP-19009, Westphalia East, was approved by the Planning Board on April 2, 2020, for a total of 665 dwelling units, by a second developer. In addition, DSP-19062, Westphalia Town Center North, has been accepted and is under review for an additional approximately 629 dwelling units by a third developer.

The applicant's justification for the change in timing of the community center is also in part that the process for obtaining permits for the construction of units in Westphalia Town Center, makes the current triggers set forth in Condition 4 impracticable and unrealistic. The current condition ties the different triggers for the community center to the overall development, as opposed to the specific phase of development, which is critical for construction practicalities.

Given the delays inherent in permit processing, and the potential for permitting under DSP-19062 to move forward simultaneously with permitting under DSP-19009, the applicant is requesting a modification of Condition 4. Under the revised condition, the applicant would be required to progress as their phase of the development progresses. The applicant requests the following revised language:

4. Prior to the issuance of the ~~400th~~ 150th building permit for single-family dwelling units in Westphalia East, approved pursuant to DSP-19009, the community building in Community Open Space 2 (located in the eastern residential area) and associated recreational facilities shall ~~have approved building permits and~~ be fully bonded.

Prior to issuance of the ~~500th~~ 250th building permit for single-family dwelling units in Westphalia East, approved pursuant to DSP-19009, the aforementioned community building shall begin construction.

Prior to issuance of the ~~600th~~ 400th building permit for single-family dwelling units in Westphalia East, approved pursuant to DSP-19009, the aforementioned community building shall be open for the residents.

The above modifications translate to the applicant bonding the community center, prior to issuance of 25 percent of the permits in their phase, construction beginning prior to 40 percent, and opening the community center prior to issuance of approximately 60 percent of the residential permits in their phase.

These modifications will reduce confusion by separating which building permits affect the triggers and are in keeping with the general timing originally envisioned with the special purpose DSP. In addition, no changes are proposed to the required elements or facilities. The additional permits will allow for more infrastructure to be constructed to access the community center. Therefore, the Planning Board approves the applicant's requested modifications to Condition 4. The Planning Board moved to strike single-family from the condition language since the development contains two-family dwelling units.

12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions, which were limited due to the scope of this application. The referral comments are included in this report by reference, and major findings are summarized, as follows:

a. **Community Planning**— The Planning Board reviewed a memorandum dated August 20, 2020 (McCray to Hurlbutt), incorporated herein by reference, which indicated that master plan conformance is not required for this application.

b. **Prince George's County Department of Parks and Recreation (DPR)—**DPR did not provide comments on the subject project.

c. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)—**DPIE did not provide comments on the subject project.

d. **Prince George's County Health Department—**The Health Department did not provide comments on the subject project.

e. **Prince George's County Police Department—** The Police Department did not provide comments on the subject project.

f. **Westphalia Sector Development Review Advisory Council (WSDRAC)—**WSDRAC did not offer comments on the subject application.

13. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring

unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

14. In accordance with Section 27-285(b)(4), the regulated environmental features on the subject property have been fully preserved and/or restored based on consistency with the limits of disturbance shown on the previously approved CSP-07004-01 and Type I Tree Conservation Plan TCPI-014-08; and PPS 4-08002 and TCPI-014-08-01.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-12043-01 for the above described land, subject to the following conditions:

1. All of the previously approved conditions of Detailed Site Plan DSP-12043 remain in full effect with the exception of Condition 4 which shall be replaced in its entirety as follows:

    4. Prior to issuance of the 150th building permit for dwelling units in Westphalia East, approved pursuant to DSP-19009, the community building in Community Open Space 2 (located in the eastern residential area) and associated recreational facilities shall be fully bonded.

        Prior to issuance of the 250th building permit for dwelling units in Westphalia East, approved pursuant to DSP-19009, the aforementioned community building shall begin construction.

        Prior to issuance of the 400th building permit for dwelling units in Westphalia East, approved pursuant to DSP-19009, the aforementioned community building shall be open for the residents.

        The associated recreational facilities contained in Community Open Space 2 shall include, at a minimum, the following elements:

        C2. Community Center (Located in the eastern residential area)

        Club House with resort-style pool;

        Hot tub;

        Kids pool;

        Gazebo and trellis;

        Open lawn space;

        Walking trails;

Kids play area with facilities such as a multi–age playground (including ages 2–5 and 5–12);

Entry plaza area; and

Benches.

The actual list of facilities is subject to modification and substitution at the time of detailed site plan review for the phase of development in which the open space parcel is located, with the understanding that such modifications will be of equal or greater value and quality to those listed above.

2. Pursuant to Condition 17 of Preliminary Plan of Subdivision (PPS) 4-08002 (PGCPB Resolution No. 09-93), the developer of the Westphalia Town Center (applicant) and the applicant's heirs, successors, and/or assignees shall dedicate Parcel 25, or an alternative parcel, which is acceptable to the Prince George's County Board of Education and the applicant, as approved by a conceptual site plan or PPS applicable to Westphalia Town Center, to the Board of Education at such time as the Board provides written notice to the applicant of its desire to accept conveyance of the parcel.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, September 17, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 24th day of September 2020.

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:nz

APPROVED AS TO LEGAL SUFFICIENCY
David S. Warner /s/
M-NCPPC Legal Department
Date: September 22, 2020

Case No.: DSP-13001 Westphalia Town Center
Umbrella DSP for Residential Architecture

Applicant: Walton Westphalia Development USA, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER AFFIRMING PLANNING BOARD DECISION,
WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the decision of the Planning Board in PGCPB No. 13-107, to approve with conditions a detailed site plan for approval of an umbrella DSP for residential architecture (excluding multifamily buildings) for the Westphalia Town Center development, a multiphase development project, located on the north side of Pennsylvania Avenue (MD 4), west of Melwood Road and east of the interchange of Suitland Parkway and Pennsylvania Avenue, in Planning Area 78, Council District 6, within the Developing Tier, is:

AFFIRMED, subject to the District Council's original jurisdiction pursuant to §27-132(f)(1) of the Zoning Ordinance and its authority to modify the decision of the Planning Board pursuant to 27-290(d) of the Zoning Ordinance.

As the basis for this action, the District Council, pursuant to §27-132(f)(1) and §27-290 of the Zoning Ordinance, adopts and incorporates by reference as if fully stated herein, the findings and conclusions stated by the Planning Board in its Resolution, PGCPB No. 13-107, except as otherwise stated herein.

Affirmance of the Planning Board's decision is subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall:

    a. Revise the brick percentage exhibit to increase the brick percentage from 50 to 70 percent at three locations as shown on Staff Exhibit 1.

b. Provide a separate section in the DSP booklet to discuss specific green building techniques that may be used in this project to the extent possible.

c. Provide site plan notes to be added on this DSP as follows:

i. Brick, stone or other equivalent masonry shall be utilized in areas designated on the Brick Chart.

ii. 100 percent of the attached homes that front on Eastland Circle shall feature a full brick, or other masonry front façade.

iii. Chimneys that extend above the roof line shall be of masonry materials.

iv. "Minimum finished footage for townhouse models is 1,200 square feet, for two-over-two models is 1,350 square feet, and for single-family detached models is 2,400 square feet."

v. "A minimum of three architectural elevations shall be used in each block that includes more than 20 dwelling units."

vi. "No more than 50 percent of the units in any given townhouse or two-over-two building stick may be units containing the minimum finished square footage for that unit type."

vii. "No permits shall be issued based solely on this umbrella DSP for residential architecture."

viii. "Any front-loaded garage door shall include window features."

2. Prior to the approval of single family residential building permits for each phase of development of single family residential units, including Phase I (DSP-13006), the applicant shall submit to the Urban Design Staff, as designee for the Planning Board, the builder names and elevations for each model type within the given phase for review.

a. Prior to administrative approval of the elevations, the Staff shall notify the District Council of its intent to review the proposed elevations.

b. The approved elevations shall be filed in the appropriate Detailed Site Plan file unless the District Council notifies Staff within ten (10) days of its intent to review any of the proposed elevations.

3. At time of each full-scale DSP review and approval, the applicant shall:

a. Provide a brick façade tracking table and a specific reference to the approved brick percentage exhibit in this umbrella DSP for architecture.

b. List the specific green building features that will be used in the DSP.

c. Applicant shall provide a tabulation chart of all lots approved previously for this project that includes an inventory of architectural models and elevations to ensure effective integration of subsequent phases and a minimum of three elevation types in each block that includes more than 20 dwelling units.

4. Dead end and cul-de-sac streets shall be utilized only when it can be affirmatively demonstrated to staff as designee of the Planning Board that a suitable grid pattern alternative cannot be utilized for that particular location and adequate turnarounds are provided at each such termination of a street. This may result in loss of lots.

5. Within the areas specified for 30% brick minimum, the following additional requirement shall apply:

   - Any townhouse buildings with more than 5 units per stick shall have a minimum of 3 units with a full brick facade.

Ordered this 24th day of February, 2014, by the following vote:

In Favor: Council Members Campos, Davis, Franklin, Lehman, Olson, Patterson and Turner.

Opposed:

Abstained:

Absent: Council Members Harrison and Toles.

Vote: 7-0

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND, SITTING AS THE DISTRICT COUNCIL FOR THAT PART OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND

By: _____
Mel Franklin, Chairman

ATTEST:

_____
Redis C. Floyd
Clerk of the Council

THE MARYLAND-NATIONAL CAPITAL
Park and Planning Commission
Prince George's County Planning Board | Office of the Chairman

1616 McCormick Drive, Largo, MD 20774
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pgcpb@ppd.mncppc.org
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PGCPB No. 2023-138 File No. DSP-22042

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicant, Walton Westphalia Europe, LP, submitted an application for approval of a detailed site plan for infrastructure only, known as Westphalia Retail DSP-22042, for the 65.88-acre property located on the northeast corner of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road); and

WHEREAS, the subject property was included in Conceptual Site Plan CSP-07004-01, which was approved by the Prince George's County Planning Board on January 21, 2021 (PGCPB Resolution No. 10-59(A/2)(C)), pursuant to the Zoning Ordinance in effect prior to April 1, 2022 (prior Zoning Ordinance); and

WHEREAS, pursuant to Section 27-1704(a) of the Zoning Ordinance, CSP-07004-01 remains valid for a period of twenty (20) years from April 1, 2022; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, until and unless the period of time under which the CSP-07004-01 remains valid expires, the project may proceed to the next steps in the approval process; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this infrastructure-only detailed site plan application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on December 14, 2023, regarding Detailed Site Plan DSP-22042 for Westphalia Retail, the Planning Board finds:

1. **Request:** The subject application approves an infrastructure only detailed site plan (DSP), to facilitate the grading, utility, and street layout for the retail component of Westphalia Town Center. Specifically, this infrastructure DSP covers the lower southeast quadrant of the town center, also known as the Pennsylvania Avenue Area in the previously approved Conceptual Site Plan, CSP-07004-01, with a land area of 65.88 acres.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	TAC-E/MIO (prior M-X-T/M-I-O)	TAC-E/MIO (prior M-X-T/M-I-O)
Use	Vacant	Infrastructure*
Total Gross Acreage	65.88	65.88*

Note: *This infrastructure DSP for the retail component covers approximately 65.88 acres of land and is for site improvements such as roadway/street grading, woodland conservation, utilities, stormwater management (SWM), and erosion and sediment control that are essential to the future site development.

3. **Location:** The subject property is located on the northeast corner of MD 4 (Pennsylvania Avenue) and MD 373 (Woodyard Road), in Planning Area 78 and Council District 6. The site consists of 65.88 acres and is within the Town Activity Center-Edge (TAC-e)/Military Installation Overlay (MIO) Zones, but is being reviewed under the Mixed Use–Transportation Oriented (M-X-T)/Military Installation Overlay (M-I-O) Zones of the prior Prince George's County Zoning Ordinance. The project is within the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* (Westphalia Sector Plan and SMA), which recommends a mix of commercial, office, employment, and institutional land uses on the subject property.

4. **Surrounding Uses:** The subject property is in the lower southeast quadrant of the Westphalia Town Center project. The subject property is bounded to the north by residential uses in the TAC-e/MIO Zones (prior M-X-T/M-I-O Zones); to the south by MD 4 and undeveloped land in the CGO/MIO Zones (prior M-X-T/M-I-O Zones) beyond; to the east by Melwood Road and undeveloped land in the LCD/MIO, ROS/MIO, and AR/MIO Zones (prior R-S/M-I-O, R-O-S, and R-A/M-I-O Zones) beyond; and to the west by MD 373 and undeveloped land beyond in the TAC-e Zone (prior M-X-T/M-I-O Zones).

5. **Previous Approvals:** The development history of the subject property is a part of the overall Westphalia Town Center development, which dates back to the early 2000s. A summary of the relevant prior approvals for the subject property is listed below.

   The Westphalia Sector Plan and SMA rezoned the larger property under the prior Zoning Ordinance, consisting of many smaller parcels, from the Light Industrial, Planned Industrial/ Employment Park, and Residential-Agricultural Zones to the M-X-T Zone, in 2007. The property is also the subject of CSP-07004, which was previously approved, with conditions, by the Prince George's County Planning Board on December 18, 2008, and adopted on January 29, 2009 (PGCPB Resolution No. 08-189). CSP-07004 was approved by the Prince George's County District Council, with conditions, on May 8, 2009, subject to a revised order issued by the District Council on June 8, 2009. The property is also the subject of a second revised order issued by the District Council on September 21, 2009. The Planning Board approved a revision to CSP-07004 on May 20, 2010, to allow the development of the Moore Property to proceed prior to the development of other portions of the Westphalia Town Center project. CSP-07004-01 superseded CSP-07004 for the rest of the Westphalia Town Center project.

   The property is subject to Preliminary Plan of Subdivision (PPS) 4-08002, for Westphalia Center, which was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)). The PPS approved 1,352 lots and 211 parcels for the development of 1,400,000 square feet of retail use, 4,500,000 square feet of office use, 172 detached dwelling units, 1,287 townhouse units, 424 miscellaneous attached dwelling units, and 2,473 multifamily dwelling units. PPS 4-08002 covered 482.57 acres of land. The subject DSP covers 65.88 acres of the Westphalia Center development and approves installation of infrastructure for the development of future

residential and retail uses on two parcels. The subject area of the DSP corresponds to Parcel 31 (anticipated for commercial development) and a southern portion of Parcel W2 (an open space parcel), as shown on the approved PPS. DSP-22042 approves infrastructure only for the retail component of a larger mixed-use development on 60.02 acres (Parcel 31). The retail and mixed-use development will be evaluated with future DSPs. Parcel W2, as approved by PPS 4-08002, was an 18.63-acre open space parcel to be conveyed to the homeowner's association (HOA). A portion of Parcel W2 has since been incorporated into the residential portion of the Westphalia development to the north and recorded as open space Parcel D2. The remaining 5.86 acres was approved as a SWM parcel (Parcel W2) with this DSP.

The subject property was rezoned from the M-X-T/M-I-O Zones to the TAC-e/MIO Zones through the approved Countywide Sectional Map Amendment via Prince George's County Council Resolution CR-136-2021, effective April 1, 2022.

The property was also the subject of SWM Concept Plan 1002-20235, which was approved on October 18, 2023, and expires on October 18, 2026.

6. **Design Features:** The subject property has frontage primarily along MD 373 and Melwood Road. MD 4 is located on the southern boundary of the site, however, there is no direct frontage or access. MD 373 is a major collector road with a recommendation of four travel lanes and 100 feet right-of-way. The road is currently built to its ultimate master plan width and no further widening is anticipated and no additional right-of-way is required.

   This DSP also shows typical cross sections for roadways and streets. Three access points are shown along MD 373 and one access point is shown along Melwood Road. Since this is an infrastructure DSP, the plans only show grading, sediment control measures, woodland, and specimen trees, as well as other limited site improvements, and do not include any building footprints, architecture, or signage details.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone of the prior Zoning Ordinance.

   a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs uses in all mixed-use zones. The larger Westphalia Town Center project is a mixed-use development consisting of commercial, retail, office, hotel, and residential uses. The subject DSP for infrastructure covers only a portion of the larger project site with commercial uses and is in conformance with Section 27-547.

   b. The criteria for approval of a DSP are set forth in Section 27-285(b) of the prior Zoning Ordinance, which are examined in Findings 15–18 of this resolution.

c. The DSP conforms to the applicable site design guidelines as referenced in Section 27-283 and contained in Section 27-274 of the prior Zoning Ordinance. Since this is an infrastructure only DSP with no proposed development, the site design guidelines that are applicable to the subject application include grading, as discussed below. The additional site design guidelines (parking, loading, circulation, lighting, views, green area, site and streetscape amenities, service areas, public spaces, architecture, townhouses, and three-family dwellings) do not apply and will be associated with a future DSP application.

Section 27-283. – Site design guidelines.

(a) The Detailed Site Plan shall be designed in accordance with the same guidelines as required for a Conceptual Site Plan (Section 27-274).

(b) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development, and the specific zone in which it is to be located.

(c) These guidelines may be modified in accordance with Section 27-286.

The approved development conforms with the design guidelines indicated in the following analysis of Section 27-274, and as cross-referenced in Section 27-283. The development promotes the intended purposes of a DSP.

Section 27-274. - Design Guidelines

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

CSP-07004 was approved to develop the subject property as a regional urban community, in accordance with Section 27-544(e) of the prior Zoning Ordinance. The plan approved a new town center with a vertical and horizontal mix of commercial and residential uses organized into Core, Edge, and Fringe areas, with distinct development standards applying to each area. The residential development would consist of a mix of single-family detached, single-family attached, and multifamily dwelling units up to a maximum of 5,000 dwelling units for the entire project. The commercial development was approved to consist of 800,000 to 1,400,000 square feet of retail space and 4,000,000 to 4,500,000 square feet of office space, for a total of up to 5,900,000 square feet of commercial space. The plan also approved three hotels with up to 600 hotel rooms in total and public or institutional buildings and spaces.

CSP-07004-01 revised Conditions 15, 16, 24, and 25 regarding the special-purpose DSP, and Conditions 30 and 31 regarding phasing and the restriction on development of attached dwelling units. Those changes would have allowed the development of the Moore Property to proceed prior to other portions of Westphalia. Development on the Moore Property would be a maximum of 505 attached dwelling units, 135 multifamily units, and 3,000 square feet of community/retail land use.

The subject DSP shows a site layout that is consistent with the previously approved CSP-07004-01. Therefore, the development promotes the purposes of the applicable CSP.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts…

The property is partially wooded and currently vacant. A review of available information, as shown on the approved natural resources inventory (NRI), indicates that streams and steep slopes are found to occur on the property. The site features various steep slopes, with some steeper than 15 percent, and generally drains to the east.

Six impacts to the primary management area (PMA) are approved with this application. A revised PMA impact exhibit was submitted dated January 24, 2023, which identified six new impacts. Impacts to the PMA shall be minimized to the extent practicable. The approved impacts are for expanded storm drain outfalls. Impacts R, S, T, U, V, and W are associated with outfalls for the development pads. These impacts are reflective of SWM Concept Plan 1002-2023-00 and are supported, as shown.

An approved SWM Concept Letter and Plan (1002-20235) was submitted with the DSP which shows that environmental site design was satisfied using on-site facilities (75 micro-retention features and 12 bioswales) and the credit from stream restoration (SDCP 3539-2013). The SWM concept plan was approved on October 18, 2023, and expires on October 18, 2026.

This DSP application approves grading that minimizes environmental impacts and disruption to existing topography.

d. Additional findings are required for the Planning Board to approve a DSP in the M-X-T Zone. These findings are discussed in Section 27-546(d) of the prior Zoning Ordinance.

Section 27-546(d). – Site Plans

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

The approved DSP is in conformance with the provided regulations of the M-X-T Zone, as demonstrated herein. A discussion of the purposes of the M-X-T Zone, as described in Section 27-542(a) of the prior Zoning Ordinance, is described below.

Section 27-542. – Purposes

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

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

(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;

(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;

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to

one another and to transit facilities to facilitate walking, bicycle, and transit use;

(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;

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

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

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

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

(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.

The subject DSP for infrastructure is the first step toward the implementation of the land use and development patterns envisioned in the previously approved CSP-07004-01. The approved infrastructure lays the foundation for a coordinated street network that will complement and support the overall Westphalia Town Center development. The subject DSP also complies with current regulations for efficient design and best practices regarding stormwater design techniques, as demonstrated in their approved SWM concept plan.

The approved development is consistent with the applicable master plan. The 2014 *Plan Prince George's*

2035 Approved General Plan (Plan 2035) designates the subject property as a Local Center, as shown on Map 1, Prince George's County Growth Policy Map. These centers are envisioned to support walkability, especially in their cores and where transit service is available (page 18). Plan 2035 contains recommendations for directing medium to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available. Town Centers will often be larger in size and may rely more on vehicular transportation (page 19). The Westphalia Sector Plan and SMA recommend a mixture of commercial, office, employment, and institutional land uses on the subject property, and is in the Town Center Core (page 19). The Town Center Core area is envisioned to be a compact, interconnected, high-density, high-quality, transit-oriented urban core with mixed commercial, retail, office, residential, and public spaces that create an appealing place for people to live, work, shop, and play (page 18).

The DSP approves site improvements that are essential to the future retail development of the site. Therefore, this DSP for infrastructure conforms to the purposes of the M-X-T Zone.

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

The subject property and larger Westphalia Town Center property were placed in the M-X-T Zone through the Westphalia Sector Plan and SMA. The subject DSP for infrastructure is limited in scope to site improvements such as general site and roadway grading. The site's complete conformance with the site design guidelines or standards will be reviewed with a future DSP application.

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

The area covered in this infrastructure DSP is in the southeast quadrant of the larger scheme of development. This area has been designed to contain the retail component of the Westphalia Town Center that will be physically and visually integrated with the existing adjacent community.

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

The subject DSP is for grading and infrastructure only. However, as part of the larger master-planned community, the future retail development and all associated infrastructure is compatible with the existing and proposed development in the vicinity.

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

The subject DSP for infrastructure aims to facilitate the review of grading, roads, SWM, and related infrastructure components for the retail component of the Westphalia Town Center project. The approved DSP represents a refinement of the site grading in anticipation of accommodating a development program for the southeast quadrant of the Westphalia Town Center, to consist of up to 141,300 square feet of retail uses, restaurant uses, and a fuel and convenience store use. In addition, there will be a hotel proposed, as well as residential dwelling units.

The Planning Board finds that this approved infrastructure-only DSP promotes a cohesive, mixed-use development that is capable of being independently sustainable.

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

The larger Westphalia Town Center is currently under construction as a multiphase development, in accordance with the approved CSP. The applicant has submitted a phasing plan with previous applications which breaks the development into 6 phases and 13 sub-phases. However, the applicant has not committed to building the phases in a particular order. Each phase will be designed to allow for effective integration of subsequent phases as a self-sufficient entity.

This DSP for infrastructure will be completed in one single stage.

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

An extensive pedestrian system consisting of master plan trails, bikeways, and sidewalks on all internal streets has been planned for the Westphalia Town Center, as well as the adjacent areas. The pedestrian network for the area within the approved DSP will be evaluated with subsequent applications.

(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

This DSP for infrastructure does not provide specific information on the design of the pedestrian activity centers or gathering places. High-quality pedestrian amenities will be included and evaluated at the time of a future DSP.

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

The subject application is a DSP for infrastructure. This requirement is not applicable to this DSP.

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

pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

The subject property has an automatic certificate of adequacy (ADQ), pursuant to Section 24-4503(a)(1) of the Prince George's County Subdivision Regulations, which became effective April 1, 2022. The ADQ is valid for 12 years from that date and subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

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

The larger Westphalia Town Center project contains approximately 478.48 acres of land and is envisioned in the previously approved CSP-07004-01 as a mixed-use planned community. Conformance with Section 27-548 of the prior Zoning Ordinance will be found at the time of full-scale DSP for the property.

e. Section 27-548 prescribes additional regulations regarding density, building, landscaping, buffering, gross floor area computation, building height for multifamily buildings, townhouses, etc. for development in the M-X-T Zone. Since this DSP for infrastructure contains limited information pertinent to the requirements of Section 27-548, additional review for the site's conformance with those regulations will be conducted at the time of full-scale DSP, when the site, building, and landscaping information are complete.

f. **Military Installation Overlay (M-I-O) Zone:** The property is located in the TAC-e Zone and is overlaid by the MIO Zone with height restrictions. However, this DSP application is filed pursuant to the prior Zoning Ordinance, and under the prior M-X-T and M-I-O Zones, which previously applied to the property. Height regulations within the M-I-O Zone are set forth in Section 27-548.54 of the prior Zoning Ordinance. As this is a DSP for infrastructure only, no buildings or structures were included. Conformance with this code section will be evaluated at the time of a full-scale DSP.

8. **Conceptual Site Plan CSP-07004-01:** At the time of CSP-07004-01 approval, the Planning Board specifically stated in the resolution (PGCPB Resolution No. 10-59(C)) that CSP-07004-01 supersedes and replaces the previously approved CSP-07004 in its entirety. CSP-07004-01 was approved subject to 40 conditions. The conditions relevant to the subject application for infrastructure only are shown below in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one in plain text.

8. The stormwater management (SWM) ponds shown on the TCPI with the preliminary plan and all subsequent plans shall be designed as amenities to the community to the fullest extent possible with features such as utilization of the natural contours of the site, providing extensive landscaping, providing walking

trails where appropriate, and shall include the use of low-impact development (LID) stormwater management techniques to the fullest extent possible, such as the use of forebays to trap sediment, bioretention, French drains, depressed parking lot islands, and native plants.

The DSP shows an existing SWM pond which is shown on previously approved SWM concept plans for the overall Westphalia Town Center. The submittal also included a copy of approved SWM Concept Plan 1002-20235, which shows that the pond will remain unchanged. No renderings for this existing SWM pond were submitted. Since this DSP is limited to general grading and location of the essential site improvements, additional review will be carried out, at the time of full-scale DSP.

10. **No woodland conservation shall be proposed on dedicated parkland, unless written authorization from the Department of Parks and Recreation has been provided prior to Planning Board approval of the associated TCP**

No woodland conservation has been shown on any dedicated land in this DSP. Conformance with this condition will be reviewed at the time of full-scale DSP.

15. **Prior to approval of a detailed site plan for specific buildings for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the applicants of the Moore Property and the balance of Westphalia Center, separately, shall obtain approval of a special-purpose detailed site plan to establish regulating standards for signage and to identify appropriate locations for transit stops in consultation with DPW&T and WMATA. The special-purpose detailed site plan shall also show site plan details of the public open spaces and establish a timing plan for the improvement of these public spaces and for the public trail system. This condition requires the approval of two special-purpose detailed site plans, one encompassing the entire Westphalia Town Center site excluding the Moore Property, and another for the Moore Property. This condition shall be construed such that the Moore Property may proceed prior to the entire Westphalia Center. However, standards established in the first special-purpose detailed site plan shall be included in the subsequent special-purpose detailed site plan for the balance of the Westphalia Center unless the applicant can affirmatively demonstrate to the Planning Board that such inclusion is inappropriate in whole or in part. The subsequent plan may include any additional standards and requirements that the Planning Board deems necessary for inclusion at that time.**

This application is a DSP for infrastructure. Conformance with this condition will be further reviewed at the time of special-purpose DSP.

16. **Prior to approval of a special-purpose detailed site plan for either the Moore Property or the balance of Westphalia Center, excluding the Moore Property, the following items shall be determined to ensure they will be addressed during the review of each incremental detailed site plan submitted subsequently.**

a. Evaluate accessibility, safety, and traffic control needs for the circular public space within public road MC-637 or propose an alternative road design or location for the public spaces.

b. Address gateway design themes and concepts.

c. Define the responsibility for construction and ownership of other public spaces, recreation, and open space facilities proposed in the town center.

d. Address a comprehensive organizational structure and financing system to manage and maintain the public, quasi-public, and common ownership infrastructure networks and amenities, such as streets, sidewalks, recreation facilities, open spaces, and management operations for Westphalia center as a whole, including the Moore property.

e. Acknowledge that the transit center will be dedicated to public use.

This application is a DSP for infrastructure. Conformance with this condition will be further reviewed at the time of special-purpose DSP.

17. Prior to acceptance of each detailed site plan, the package shall include a description of the use of green building techniques and alternative energy sources for the development throughout the site. At least three green building techniques shall be used in each development area of the site as identified on the CSP.

This application is a DSP for infrastructure and does not include any buildings. Conformance with this condition will be further reviewed at the time of full-scale DSP.

18. Each detailed site plan shall demonstrate conformance to landscaping standards. In general, development on the site shall be subject to the standards of Section 4.8 of the Landscape Manual, in addition to the following standards:

a. Single-family detached lots larger than 9,500 square feet shall provide at least one shade tree and one ornamental or evergreen tree on the lot.

b. Required landscaping for attached dwelling units shall be provided on the individual lots or common open space directly associated with the attached dwellings. Plantings within public or private open spaces shall only be counted towards the requirements where those spaces are located adjacent to the attached dwellings and are easily accessible to residents.

c. Surface parking lots larger than five parking spaces shall be subject to the landscaping standards of Section 4.3 of the Landscape Manual.

d. In general, uses within the town center shall not be buffered from each other. However, buffering of highly incompatible adjacent uses may be deemed necessary at the time of detailed site plan review.

This application is a DSP for infrastructure and does not include any buildings. Limited information has been provided with this application. Conformance with this condition will be further reviewed at the time of full-scale DSP. However, the applicant did submit a landscape plan that shows the planting schedule for Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.9, Sustainable Landscape Requirements; and Section 4.10, Street Trees Along Private Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual.)

19. The applicant shall allocate appropriate and developable areas for the private recreational facilities on HOA open space land. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (M-NCPPC) for adequacy and *proper[ty][sic] siting prior to approval of the detailed site plan by the Planning Board.

The private on-site recreational facilities and HOA open spaces were evaluated at the time of CSP-07004-01 review and approval. Conformance with this condition will be further reviewed at the time of full-scale DSP.

20. At the time of detailed site plan approval, the applicant shall demonstrate to the Planning Board that on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement (RFA), or other appropriate means and that such instrument is legally binding upon the subdivider and his heirs, successors, and/or assignees.

PPS 4-08002 included Conditions 6 and 9, which are associated with contributions to the Westphalia Central Park Club. Condition 10 is associated with the provision of private on-site recreation facilities, and Condition 21 (a–c) is associated with the construction of the master plan trail. This DSP illustrates the approved siting for infrastructure only and includes grading, clearing, sediment control, and required SWM facilities. Conformance with this condition will be further reviewed at the time of full-scale DSP.

21. Pedestrian safety features, traffic calming, and pedestrian amenities shall be evaluated at the time of each detailed site plan.

The submitted plan sheets include internal roadways with a range of 22 to 52 feet of pavement width throughout the site to facilitate the circulation of vehicular traffic. All cross sections are compliant with Prince George's County roadway standards. The site shall include continuous pedestrian connections throughout the site that are separate from vehicular circulation, and all roadways can accommodate a minimum of 5-foot-wide sidewalks. Due to the nature of this application, an illustrative plan was submitted to demonstrate the potential parking, loading, and circulation of the subject site. However, the review of adequate design features will be completed with subsequent applications. In

addition, per PPS 4-08002, a portion of the Back Brach trail is currently constructed along the frontage of Presidential Parkway, as an 8-foot-wide hiker/biker trail. The remaining portion of this trail is not within the limits of this DSP, but will be evaluated with subsequent plans.

24. The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, in accordance with the timing established in the applicable special-purpose DSP. The developer, his heirs, successors, and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and future maintenance of the proposed recreational facilities.

Conformance with this condition will be further reviewed at the time of special purpose DSP.

25. As part of the private recreational facilities package, the applicant and the applicant's heirs, successors, and/or assignees shall construct three community buildings. The size, timing, and location of the community buildings shall be determined with the review of the applicable special-purpose detailed site plan.

Conformance with this condition will be further reviewed at the time of special purpose DSP.

30. The applicant and the applicant's heirs, successors, and/or assignees shall provide on-site private, recreational facilities to be determined during the review of the applicable special-purpose detailed site plan. While the applicant acknowledges that public recreational facilities are to be provided in the central park, details regarding the installation of those facilities will be determined at the time of the review of the special-purpose detailed site plan for the balance of Westphalia Center, which includes the central park.

Conformance with this condition will be further reviewed at time of special-purpose DSP.

31. The phasing of residential and commercial uses shall be determined with approval of the conceptual site plan covering the whole property. All properties within Westphalia Center shall be subject to this CSP and the relevant special-purpose DSP.

The Planning Board, in subdivision review for any proposed residential construction on the subject property, shall include all relevant issues, including without limitation, public facilities adequacy and master plan conformance, as they concern the entire Westphalia Center property and project, not just the issues arising at the site for that subdivision.

The following phasing regulations will apply to this project. For the purposes of this condition, "constructed" shall be construed to mean that the buildings are built and ready for occupancy except for tenant-specific fit-out improvements.

a. The minimum development amounts on the site shall be 150 single-family detached houses, 1,650 attached dwelling units, 1,800 multifamily dwelling units, 500 hotel rooms, 900,000 square feet of retail, and 2,200,000 square feet of office. As development proceeds, adequate traffic capacity shall be reserved to allow the development of these minimum amounts. Development may proceed beyond these minimums provided adequate transportation capacity will exist for that development.

b. Attached dwelling units shall be limited to 50 percent of the total dwelling units on the Westphalia Center site as a whole, including the Moore Property. Regardless of the relative quantities of different unit types approved on detailed site plans, building permits shall not be issued which would result in the attached units cumulatively exceeding 50 percent of the total of all dwelling units for which permits have been issued for the Moore Property and the balance of the Westphalia Center property. Up to 100 percent of the building permits for attached dwelling units may be issued for development on the Moore property if it is in compliance with all other requirements.

c. Prior to issuance of permits for the 1,400th dwelling unit on the balance of the Westphalia Center property, excluding the Moore Property, 300,000 square feet of retail space and 500,000 square feet of office space shall be constructed in the Core area. Permits for development on the Moore Property may be issued prior to any commercial development in the central Core Area.

d. Prior to issuance of permits for the 2,800th dwelling unit, 600,000 square feet of retail space and 1,000,000 square feet of office space shall be constructed in the Core area.

e. Prior to issuance of permits for the 4,200th dwelling unit, 900,000 square feet of retail space and 1,500,000 square feet of office space shall be constructed in the Core area.

f. Prior to issuance of permits for the 500,000 square feet of retail development, 250,000 square feet of office shall be constructed.

g. Prior to issuance of permits for the 750,000 square feet of retail development, 500,000 square feet of office space shall be constructed.

h. No single retail space shall be approved that exceeds 125,000 square feet of gross floor area within Westphalia Center.

i. A phasing and tracking chart shall be prepared in accordance with the approved phasing plan prior to certification of the CSP. This chart shall be submitted with each detailed site plan and comprehensively updated to ensure conformance with the phasing plan. The chart shall also be submitted with every building permit. No building permit shall be issued which does not conform to the phasing schedule above.

A phasing plan consisting of five stages was approved with CSP-07004-01. Revisions to the previously approved phasing plan are common due to the constantly changing development conditions. The subject DSP approves infrastructure to facilitate the grading, utility, and street layout for the retail component of Westphalia Town Center. Conformance with this condition and the approved phasing schedule will be reviewed, at the time of a special-purpose DSP.

32. In conformance with the adopted and approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall:

a. Construct the subject site's portion of the Cabin Branch master plan trail. The trail alignment, design, and timing shall be determined at the time of preliminary plan.

b. Construct the master plan trail along the subject site's entire segment of Back Branch. The trail alignment, design, and timing shall be determined at the time of the preliminary plan.

c. Construct the minimum eight-foot-wide master plan trail along the subject site's entire frontage of the north side of MC-634 and A-66. In the vicinity of the town center, this trail may be replaced by a decorative wide sidewalk and streetscape. Treatment alternatives shall be evaluated at the time of detailed site plan.

d. Provide a financial contribution of $840 to the Department of Public Works and Transportation for the placement of appropriate signage indicating that C-636 is designated as a Class III bikeway. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit. If road frontage improvements are required by DPW&T, wide asphalt shoulders are encouraged.

Conformance with this condition will be reviewed at the time of full-scale DSP.

33. In areas of landscaping and street furniture, a clear horizontal sidewalk space of eight feet shall be maintained to accommodate the heavier pedestrian traffic anticipated in the town center Core area. The optional zone may be reduced to 28 feet in order to accommodate this change.

The Core area is not included in this DSP for infrastructure. Landscaping, street furniture, and sidewalks for the site will be reviewed at the time of full-scale DSP.

34. Total development within the subject property shall be limited to uses which generate no more than 7,149 AM peak-hour trips, and 8,910 PM peak-hour trips, in consideration of the approved trip rates and methodologies for computing pass-by and internal trip capture rates. 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.

This application is a DSP for infrastructure and does not alter the number of the trips as previously approved.

35. The developer shall pay a fee-in-lieu to satisfy woodland conservation requirements in accordance with CB-29-2008.

The Type 2 tree conservation plan (TCP2) worksheet indicates that the net tract area of Westphalia Retail identified as TCP2-039-2023 is 55.96 acres, and the woodland conservation requirement assigned by the phased worksheet for the current section is 8.06 acres. The worksheet indicates that the woodland conservation requirement for the TCP2 will be met with 5.20 acres of on-site woodland conservation (4.00 acres of preservation and 1.30 acres of afforestation), which does not satisfy the woodland conservation requirement for the current section. Prior to signature approval of the TCP2, the worksheets shall be reconciled, verified, and revised, as necessary, to correctly identify the woodland conservation requirements for the site, and how the requirements shall be met.

36. Where there is a mixture of products and/or lot sizes, alleys shall not be required to be aligned, unless determined otherwise by DPW&T at the detailed site plan stage.

Conformance with this condition will be reviewed at the time of full-scale DSP.

40. Any subsequent approvals which contain the requirement for a special-purpose detailed site plan, including but not limited to Conditions 10 and 17 of Preliminary Plan of Subdivision 4-08018 (as expressed in PGCPB Resolution No. 09-95) and Conditions 11, 17, 18, 19, 21, and 50 of Preliminary Plan of Subdivision 4-08008 (as expressed in PGCPB Resolution No. 09-93), shall be construed to permit separate special-purpose detailed site plans for the Moore Property and for the balance of Westphalia Center

Conformance with this condition will be reviewed at the time of either special-purpose or full-scale DSP.

9. **Preliminary Plan of Subdivision 4-08002:** PPS 4-08002 was approved subject to 55 conditions. The conditions relevant to the subject application for infrastructure only are shown below in **bold** text. The Planning Board's analysis of the project's conformance to the conditions follows each one in plain text.

2. A Type II tree conservation plan shall be approved at the time of approval of each detailed site plan, except the special purpose detailed site plan. The special purpose DSP shall be reviewed for conformance with the signed TCPI. No Permits will be issued using the special purpose DSP. The first TCPII shall provide a cover sheet that clearly depicts the phasing and requirements for the entire site.

TCP2-039-2023 has been submitted with the subject DSP.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 44782-2007-00 and any subsequent revisions.

The applicant submitted a copy of the approval letter for SWM Concept Plan 44782-2007-03. In addition, SWM Concept Plan 1002-20235 was submitted with this DSP and serves as a child case to the previously approved parent case.

4. At the time of final plat, the applicant shall dedicate a public utility easement as approved on the detailed site plan along the public rights-of-way.

Minimum 10-foot-wide public utility easements (PUEs) are shown along the existing public rights-of-way abutting the subject property. There are no additional public rights-of-way approved with this DSP, which would require a PUE along their frontage. However, the PUE shown along the frontage of MD 373 (Woodyard Road), terminates at Melwood Road. The property frontage along Presidential Parkway also does not show a PUE.

5. At the time of final plat, the applicant shall dedicate rights-of-way consistent with the approved preliminary plan of subdivision.

Parcels 31 and W2 were approved on the PPS as singular parcels flanked by public rights-of-way, which have been shown on the DSP. No additional public right-of-way dedication is approved with this DSP. However, the DSP shows private roads to provide internal circulation within Parcel 31. These private roads are designed with right-of-way widths varying between 46 to 76 feet. However, these private roads were not evaluated with the approved PPS. Private roads designed in accordance with the Subdivision Regulations are required to contain specific design elements and functionality when being classified as such, including providing a PUE along at least one side. A condition has been included herein, requiring the applicant to remove the private road labeling.

7. Prior to approval of each detailed site plan, the public utility companies shall provide comments to ensure adequate area exists to provide proper siting and screening of the required utilities, and to provide for direct bury utilities where feasible. Review shall include, but may not be limited to the following:

a. Coordination with other utility companies to use one side of the street for Potomac Electric and Power Company (PEPCO) use only. If this is not possible Verizon may ask for two feet or so of additional space on the public utility easement (PUE) for FIOS cables making some of the PUEs to be 12 feet wide in some areas. The main transmission line may require up to a 15-foot-wide PUE.

b. Private roads shall have a five to seven-foot-wide utility easement (UE). (The current plan shows seven-foot-wide UEs, but at the time of detailed site plan continued coordination with utility companies will establish the ultimate UE locations and sizes). Gas service shall be provided in the alley as shown on the utility sketch plan.

c. At the time of detailed site plan, coordination with PEPCO is required to account for locations of transformers especially in some of the tighter arranged townhome blocks.

d. Unless modified by a, b, or c above, a ten-foot PUE shall be provided along public roads and master plan roads.

The DSP approves 10-foot-wide PUEs along the property frontage to MD 373, but not along entire frontage to Presidential Parkway and Melwood Road. A 10-foot-wide PUE is required to be established during the time of subdivision, in conformance with Section 24-122 of the prior Subdivision Regulations, along public roads and as required by Condition 7d above.

21. In conformance with the approved Westphalia sector plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, with triggers for construction to be determined with the special purpose detailed site plan:

b. Construct the master-plan trail along the subject site's entire segment of Back Branch on the alignment proposed by the applicant on the Trail Alignment Exhibit. The stream valley trail shall be completed in phase with the completion of the associated proposed roadways and the stormwater management pond. If some or all of Private Road QQ is eliminated (per discussion with the applicant and EPS), the master-plan trail shall still be constructed on or near the same alignment as envisioned in the sector plan.

The special purpose DSP-12043 was approved for the overall Westphalia Town Center development and addressed the requirement for construction of the Back Branch trail, including the timing for its construction.

n. Each DSP shall be referred to WSSC for additional review and comments concerning the stream valley trail alignment within the sanitary sewer easement.

This application was referred to the Washington Suburban Sanitary Commission (WSSC) and comments were received regarding the subject application.

o. Each DSP shall identify the limits of the public use easements to ensure that the easements are reflected on the final plat(s).

The DSP approves 10-foot-wide PUEs along the property frontage to MD 373.

23. All detailed site plans which include property abutting Pennsylvania Avenue (MD 4) except the Special Purpose DSP, shall provide a landscape buffer with a minimum width of 20 feet and an average width of 40 feet wide, using native plants with a planting density equivalent to those found in the Landscape Manual for similar buffer yards along the ultimate right-of-way of MD 4.

The applicant has provided a landscape plan with this DSP. Although no plantings have been shown along the southern boundary of the site abutting the MD 4 right-of-way, there is sufficient undeveloped areas on the site to meet the buffer width of this condition.

24. Prior to approval of a detailed site plan located in the Fringe area or south of Presidential Parkway, the architecture of buildings which are adjacent to and visible from Pennsylvania Avenue (MD 4) shall be evaluated with regard to scale and building materials of adjacent buildings with similar uses to promote harmony in visual relationships along this gateway corridor.

The subject application is an infrastructure only DSP. No architecture is approved at this time. Conformance to this condition will be reviewed with future DSP applications proposing development.

25. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI shall be revised to limit the number of access points along the western side of Melwood Road into the commercial shopping center to one point located approximately 900 feet north of MD 4, unless otherwise determined through the detailed site plan process.

PPS 4-08002 shows the location of one access driveway to Melwood Road from Parcel 31. The center of this access driveway was approved to be 950 feet from the centerline of northbound MD 4. The application shows one private road access connecting to Melwood Road, the centerline of which is approximately 815 feet from the

centerline of northbound MD 4. However, private roads within this site area were not evaluated with PPS 4-08002. A condition has been included herein requiring the private road labeling to be removed and shown as commercial driveway access. A dimension on the overall site exhibit, from the centerline of northbound MD 4 to the center of the approved access, shall also be provided.

26. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from Public Road O to 500 feet north of Public Road O (approximately 900 feet north of MD 4) shall address the following:

a. The conservation of historic Melwood Road by providing a transitional landscape buffer along the western frontage of the road. The landscape buffer shall begin with a width of 10 feet at the southern end, and expanding to a width of 30 feet, subject to the provision of plant units equivalent to those for similar width buffer yards as indicated in the Landscape Manual. Existing trees shall be preserved to the greatest extent possible, and supplemental planting shall be with native plant species; and

The applicant provided a landscape plan with this application. The landscape plan shows a 20-foot-wide buffer yard along the property line fronting Melwood Road. Also, only 200 linear feet of the road frontage is shown to be planted. There is sufficient undeveloped areas depicted on the site plan to meet the requirements of this condition. A condition has been provided herein, requiring the applicant to show the buffer width on the landscape plans.

b. Establish a building restriction line 50 feet from the property boundary fronting on Melwood Road to encourage development to be set well back from the historic road.

A condition has been included herein, requiring the applicant to provide a 50-foot-wide dimension and label for a building restriction line from the property boundary along Melwood Road, to ensure future development is set back from the historic road.

27. Any detailed site plan, except the special-purpose DSP, adjacent to Melwood Road from approximately 500 feet north of Public Road O (900 feet north of MD 4) to Westphalia Road shall address the conservation of historic Melwood Road as an integral part of the community's trail and greenway network and address the following concerns:

a. Design road improvements in accordance with the Department of Public Works and Transportation road design standards for scenic and historic roads, and provide for the necessary road improvements without compromising the valuable contribution to community character Melwood Road provides:

b. Discourage entrance features and signs at the one recommended entrance onto Melwood Road.

The application approves one access along Melwood Road. No road improvements along Melwood Road, entrance features, or signs are approved with this application.

29. The submission package for the first DSP for any area of the Westphalia Center draining into Back Branch shall contain:

a. A comprehensive and detailed stream restoration plan for Back Branch.

b. A technical stormwater management plan which demonstrates the use of stream restoration as an innovative stormwater management technique. Access to conduct the proposed work must be shown, along with all required clearing and grading for the proposed work. Staging areas, phasing, and other plan details needed for construction shall also be provided.

The applicant submitted a copy of the approval letter for revised SWM Concept Plan 27080-2014-01. In their statement of justification, the applicant stated their intent to provide stream restoration as part of SWM for this site. The applicant also received approval of a stream restoration plan with development approvals for Phase I of the Westphalia Town Center (DSP-13006). However, no comprehensive and detailed stream restoration plan was submitted with this application.

30. Prior to approval of a DSP, other than the special-purpose DSP which includes the stormwater management ponds, the design shown on the conceptual stormwater facility layout renderings shall be shown on the DSP.

The DSP shows an existing SWM pond, which is shown on previously approved SWM concept plans for the overall Westphalia Town Center. The submittal also included a copy of approved SWM Concept Plan 1002-20235, which shows that the pond will remain unchanged. No renderings for this existing SWM pond were submitted.

32. All detailed site plans, other than the special-purpose detailed site plans, which include property located within the 65 dBA Ldn noise contour associated with the roads on the north side of Presidential Parkway, shall demonstrate that outdoor activity areas associated with any residential dwelling units are located outside the 65 dBA Ldn noise contour.

This application is an infrastructure only DSP for mixed use development. The final location and configuration of future residential development is unknown, at this time. As such, this condition is not applicable to this infrastructure DSP, and will be reviewed for conformance with future DSP applications proposing development.

33. With the submittal of each detailed site plan, other than the special-purpose DSP, design scenarios may be submitted and evaluated for the final design for the use of the land in the areas surrounding proposed Impacts A through D. The Planning Board shall evaluate the proposed scenarios to determine the design that results in the preservation of the regulated areas to the fullest extent possible.

The applicant submitted TCP2-039-2023 which shows impacts to primary management areas (PMAs), but no modifications to Impacts A through D for the layout of Presidential Parkway were approved as part of this application. The master-planned roadway, Presidential Parkway, will remain in the same alignment as prior proposals.

39. Each detailed site plan, other than the special-purpose DSP, shall survey locate specimen trees within 100 feet of the ultimate limits of disturbance within the Westphalia Center property boundary. The specimen trees that are determined to remain as part of the survey shall be evaluated for appropriate preservation measures. Details of the preservation methods shall be shown on the TCPII including information on treatments to occur prior to, during, and after construction.

Specimen trees approved to be removed or preserved are shown on the TCP2. While this TCP2 shows the location of specimen trees on-site, the three specimen trees approved for removal with the current application are grandfathered from the requirements for a Subtitle 25 variance for removal. Any details or notes required to implement preservation methodologies shall be added to the TCP2.

40. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/014/0801). The following notes shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/014/0801), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland National Capital Park and Planning Commission, Prince George's County Planning Department."**

The required note shall be placed on the final plat.

45. The following rights-of-way shall be dedicated at the time of the appropriate final plat, consistent with the rights-of-way approved by DPW&T or SHA:

a. The right-of-way for A-52 and MC-637 (between MC-634 and West Circle) within a 104-foot (or greater) right-of-way.

b. The right-of-way for MC-634, MC-632, and MC-637 (north of West Circle) within a 96-foot right-of-way.

c. The right-of-way for A-66, within a 118-foot right-of-way.

d. The right-of-way for C-636, within a 70-foot right-of-way.

e. The rights-of-way associated with the interchanges along MD 4 at Suitland Parkway, Dower House Road, and MD 223.

Rights-of-way of A-52, MC-637, MC-634, A-66, MD 4 and MD 223 are not located within the property subject to this DSP. Therefore, Condition 45a, 45c, and 45e are not applicable to this DSP. The right-of-way for MC-632 was previously dedicated as 98 feet wide along the west side of the property and as a variable right-of-way width along the south side of the property. The right-of-way for MC-636, which has also been previously dedicated, is shown as 70 feet wide, in conformance with Condition 45d.

49. Direct vehicular access to historic Melwood Road shall be limited to one access point within the Fringe, and shall be located to the south to the greatest extent possible. Adequate safety roadway improvements for Melwood Road between MD 4 and new road MC632, including traffic calming devices, shall be bonded for construction prior to the issuance of building permits for the Westphalia Center development project as determined appropriate by the Department of Public Works and Transportation.

This DSP shows one access along Melwood Road. However, this DSP does not approve any roadway improvements for Melwood Road between MD 4 and MD 373 (MC-632).

54. At the time of each detailed site plan review, except the special purpose detailed site plan the applicant shall:

a. Integrate the proposed commercial development located on residential and recreational parcels within the Edge with the residential and recreational uses in a mixed-use arrangement.

b. Provide a parking study for each block group of the site so as to ensure an adequate provision and distribution of parking (including handicapped-accessible parking) across the site.

Conformance to Conditions 54a and 54b will be evaluated with future DSP applications which propose development on the subject site.

c. Minimized to the fullest extent possible the direct vehicular access from lots and parcels onto master-planned roads.

Four points of direct access are shown along the portion of MD 373 located on the south side of the site. MD 373 is also located on the west side of the property, where it is classified as a major collector roadway (MC-632). At the time PPS 4-08002 was approved, the portion of MD 373 located on the south side was also classified as a major collector roadway (MC-632). The Westphalia Sector Plan and SMA shows MD 373 in this location as an arterial road. This condition requires that the number of points of direct vehicular access from Parcel 31 onto master-planned roads be minimized.

10. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of the Landscape Manual. Due to the limited scope of this infrastructure only DSP, there is limited specific site-related landscaping information provided. As required by the Landscape Manual, additional review and permitting are needed before the applicant can move forward with construction of any portion of the Westphalia Town Center project. The conformance with the specific Landscape Manual requirements will be reviewed at the time of full-scale DSP. However, the applicant did submit a landscape plan that shows the planting schedule for Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.9, Sustainable Landscape Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is subject to the 1991 Prince George's County Woodland Conservation Ordinance (WCO) because the application was subject to a PPS that was approved prior to 2010. TCP2-039-2023 was submitted with the subject application and requires revisions to be found in conformance with the WCO.

The overall woodland conservation threshold for Westphalia Town Center, for 440.29 acres, is 15 percent of the net tract, or 66.14 acres. The overall phased worksheet indicates that the woodland conservation requirement will be satisfied with 99.43 acres of on-site woodland conservation and 60.93 acres of off-site woodland conservation. This total of 160.36 acres of woodland conservation does not satisfy the woodland conservation requirements for the site. The phased worksheet will require revisions to correctly identify the overall requirement for the site, with the requirements for all development sections of the overall worksheet, and the specific requirements for TCP2-039-2023, which is identified as a "Portion of Section 1."

In a phased worksheet, the overall woodland conservation requirement can be distributed across the development site, based on the priority areas of the site identified for on-site preservation and afforestation/reforestation. The requirement for specific portions or sections of the site is then determined and the appropriate calculations are provided and included on the plan.

Prior to signature approval of the TCP2, the worksheets shall be reconciled, verified, and revised, as necessary, to correctly identify the woodland conservation requirements for the site, and how the requirements shall be met. Technical revisions to the TCP2 and calculations are included as conditions herein.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. The tree canopy coverage is based on the gross tract area and is required to provide a minimum of 10 percent in the TAC-E Zone. The subject DSP provides the required schedule that demonstrates conformance to these requirements through existing trees and the provision of new plantings on the subject property. Additional reviews for future development will be done at the time of full-scale DSP.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The Planning Board has reviewed and adopts referral comments that are incorporated herein by reference and are summarized, as follows:

a. **Community Planning**—The Planning Board has reviewed and adopts the memorandum dated October 30, 2023 (Bishop to Lockhart). The Community Planning Section noted that, pursuant to Part 3, Division 9, Subdivision 3, of the prior Zoning Ordinance, master plan conformance is not required for this application. The relevant master plan, the Westphalia Sector Plan and SMA, recommends a mix of commercial, office, employment, and institutional land uses on the subject property, and is in the Town Center Core (page 19).

b. **Transportation Planning**—The Planning Board has reviewed and adopts the memorandum dated November 3, 2023 (Daniels to Lockhart). The Transportation Planning Section noted that the submitted plan sheets include internal roadways with a range of 22 feet to 52 feet of pavement width throughout the site, to facilitate the circulation of vehicular traffic. All cross sections are compliant with Prince George's County roadway standards. The site shall include continuous pedestrian connections throughout the site that are separate from vehicular circulation, and all roadways can accommodate a minimum of 5-foot-wide sidewalks. Due to the nature of this application, an illustrative plan was submitted to demonstrate the potential parking, loading, and circulation of the subject site. However, the review of adequate design features will be completed with subsequent DSP applications.

c. **Environmental Planning**—The Planning Board has reviewed and adopts the memorandum dated November 2, 2023 (Finch to Lockhart). The Environmental Planning Section noted that the approved TCP2 is acceptable, with technical corrections, as conditioned herein.

Natural Resources Inventory
An approved Natural Resources Inventory (NRI-094-06-02) was submitted with the application. The site contains streams, wetlands, and associated buffers that comprise the

PMA. The NRI indicates the presence of five forest stands, labeled as Stands A–E, with 274 specimen trees identified throughout the Westphalia Business Center site.

Specimen Trees
The NRI, as revised in 2019, identified 274 specimen trees within the overall Westphalia Town Center. Six trees were identified as "Specimen Tree previously removed or approved for removal" within the limits of the current DSP. The six specimen trees were reviewed as part of the Type 1 tree conservation plan and PPS, under the 1993 WCO, which does not require a variance for the proposed removal of specimen trees. This project is still subject to the requirements of that Ordinance; therefore, a variance for the removal of additional specimen trees is not required with this application. Three specimen trees (ST-207, ST-210, and ST-211) are approved to be removed with the current tree conservation plan application.

Regulated Environmental Features
This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible, under Section 27-285(b)(4) of the prior Zoning Ordinance. The on-site REFs include streams, stream buffers, wetlands, wetland buffers, and steep slopes. The TCP2 submitted demonstrates the preservation of on-site REFs consistent with zoning requirements and the desired development pattern.

Primary Management Area Impacts Associated with PPS-4-08002
Several impacts were approved with the PPS and were identified as A through N. Evaluation of these impacts was completed prior to signature approval of the PPS, and no modifications are approved to these impacts.

Primary Management Area Impact Requests With DSP-22042 and TCP2-039-2023
Six impacts to the PMA are approved with this application. A revised PMA impact exhibit, dated January 24, 2023, was submitted which identified six new impacts. The six PMA impacts approved with this DSP are identified as Impacts R, S, T, U, V, and W, and are associated with outfalls for the development pads. These impacts are reflective of SWM Concept Plan 1002-2023-00 and are supported as shown.

Stormwater Management
Section 27-274 requires a SWM concept plan to be approved prior to approval of a DSP. An approved SWM Concept Plan and Letter (1002-20235) was submitted with the DSP which shows that environmental site design was satisfied using on-site facilities (75 micro-retention features and 12 bioswales) and the credit from stream restoration (SDCP 3539-2013). The SWM concept plan was approved on October 18, 2023, and expires on October 18, 2026.

Soils
According to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, soils present within the subject DSP site area include Marr-Dodon Complexes, Dodon Fine Sandy Loam, Pits Gravel, Croom-Marr

Complexes, Udorthents Reclaimed Gravel Pits, and Udorthents Highway. Marlboro and Christiana clays are not found to occur within the DSP review area.

A geotechnical engineering report titled Westphalia Retail, prepared by Geo-Technology Associates, Inc., and revised on October 20, 2023, has been provided by the applicant's civil engineer via email on October 20, 2023. Based upon the review of the report, a preliminary global stability analysis on cross-sections of the retaining walls has been performed. The analysis has been performed in accordance with Prince George's County Retaining Wall Requirements, Techno-Gram 002-2021. The results of the analysis appeared to meet the minimum required factor of safety of 1.5.

Erosion and Sediment Control
Section 27-274 requires an approved grading, erosion, and sediment control plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion, and Sedimentation Control, of the Prince George's County Code.

The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for the installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. Prior to certification of the TCP2, a copy of the erosion and sediment control technical plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

d. **Subdivision**—The Planning Board has reviewed and adopts the memorandum dated November 13, 2023 (Heath to Lockhart). The Subdivision Review Section provided a review of applicable conditions attached to the approval of PPS 4-08002 that covers the Westphalia Town Center project. The Planning Board concluded that the DSP is in conformance with the approved PPS, subject to the conditions included herein.

e. **Historic Preservation**—The Planning Board has reviewed and adopts the memorandum dated September 29, 2023 (Stabler, Smith, and Chisholm to Lockhart). It was noted that the site was previously surveyed for archeological resources. No significant sites were identified, and no further archeological investigations are recommended. The subject property does not contain, and is not adjacent to, any designated Prince George's County historic sites or resources.

f. **Permit Review**—The Planning Board has reviewed and adopts the memorandum dated September 27, 2023 (Glascoe to Lockhart). No comments or conditions were needed for the subject application.

g. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board has reviewed and adopts the email dated October 2, 2023 (Thompson to Lockhart). DPR reviewed and evaluated all applicable conditions from the approved PPS 4-08002. It was noted that PPS 4-08002 was amended for reconsideration of Condition 19, which required dedication of land for a transit center. Conditions 6 and 9 were associated with contributions to the Westphalia Central Park Club; Condition 10 was associated with the

provision of private on-site recreation facilities; and Condition 21 (a–c) was associated with the construction of the master plan trail. This DSP approves siting for infrastructure only and includes grading, clearing, sediment control, and required SWM facilities. There are no visible impacts to Maryland-National Capital Park and Planning Commission owned property. The conditions of the PPS will be further reviewed with future site plan submittals.

h. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, there was no response from the Prince George's County Fire/EMS Department.

i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board has reviewed and adopts the memorandum dated October 27, 2023 (Giles to Lockhart). DPIE provided several comments that would need to be addressed at the permitting stage.

j. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board has reviewed and adopts the memorandum dated October 12, 2023. WSSC provided comments regarding utility coordination, WSSC right-of-way, and WSSC crossing and clearance standards.

k. **Prince George's County Health Department**—The Planning Board has reviewed and adopts the memorandum dated October 17, 2023. The Health Department provided recommendations applicable at the time of construction.

(1) During the construction phases of this project, noise shall not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.

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

14. **Community Feedback:** At the time of the writing of this resolution, the Prince George's County Planning Department did not receive any written correspondence from the community on this subject application. Prior to the Tuesday noon deadline, the applicant provided an exhibit, which included two revised conditions. The exhibit was included in the additional back-up.

15. As required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, as approved with the conditions included herein, will represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the prior County Code, without requiring unreasonable costs and without detracting substantially from the utility of the approved development for its intended use.

16. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, the DSP, as approved with the conditions included herein, shows a site layout that is consistent with the previously approved CSP-07004-01.

17. Based upon the foregoing analysis, and as required by Section 27-285(b)(3) of the prior Zoning Ordinance, the subject DSP satisfies the site design guidelines as contained in Section 27-274. The approved development prevents off-site property damage and any environmental degradation in order to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

18. Per Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is, as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

The on-site REFs include streams, stream buffers, wetlands, wetland buffers, and steep slopes. The approved TCP2 demonstrates the preservation of on-site REFs consistent with zoning requirements and the desired development pattern. Therefore, the Planning Board finds that, based on the level of design information currently available, REFs on the subject property have been preserved and/or restored, to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(4).

19. At the public hearing held on December 14, 2023, the Planning Board heard testimony on the subject application. One member of the public requested a meeting with the applicant to receive further information regarding future plans for the retail portion of Westphalia Town Center. There was also testimony regarding Applicant Exhibit No. 1, which included two revised conditions. The Planning Board was in agreement with the change proposed to Condition 1g. The Planning Board was not in agreement with the proposed change to Condition 1b, and that condition will remain as stated within this resolution.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-039-2023, and further APPROVED Detailed Site Plan DSP-22042 for the above-described land, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:

   a. Remove the private road labeling throughout Parcel 31.

   b. Show a 10-foot-wide public utility easement along the entire property frontage of all public rights-of-way.

c. Provide a 50-foot-wide building restriction line on the property, along Melwood Road.

d. Remove the private road access to Melwood Road and show it as a commercial driveway access. Provide a dimension from the centerline of northbound MD 4 (Pennsylvania Avenue) to the center of the approved access along Melwood Road on the Overall Site Exhibit (Sheet 15).

e. Revise the Development Comparison Table to list the number of commercial, residential, and open space parcels approved with Preliminary Plan of Subdivision 4-08002, and the number of commercial, residential, and open space parcels approved with previously approved DSPs.

f. In the Development Comparison Table, revise the column for DSP-19062 (Westphalia Town Center North) to state that the quantity of development listed includes that approved with DSP-19062-01.

g. Revise the landscape plan to provide the required landscape buffers in accordance with Condition 26a of Prince George's County Planning Board Resolution No. 09-93(A).

2. Prior to certification of the Type 2 Tree Conservation Plan (TCP2-039-2023), the TCP2 shall be revised, or additional information shall be provided, as follows:

a. Revise the approval block on all plan sheets to include the tree conservation plan number, TCP2-039-2023, and the associated Development Review Division application number, Detailed Site Plan DSP-22042.

b. Add the date to the signature of the qualified professional who prepared the plan on all plan sheets. In the revision box, include the date of the most current revisions to the plan.

c. Add a note to the cover sheet as follows:

> "Note: With the current application, TCPII-039-2023 is separated from the overall TCPII-029-12, revisions 1–17, and is included in the overall Phased Woodland Conservation Worksheet for Westphalia Town Center, as Section 7, consistent with the boundaries of DSP-22042."

d. The phasing/section map provided on Sheet 2 shall be revised to indicate that the current phase/section is no longer part of Section 1, but is separated from Section 1, and is separately identified with the same boundaries of Detailed Site Plan DSP-22042 as Section 7.

e. Revise the information related to the phasing/section map and notes on Sheet 2, as follows:

(1) Label Section 7 on the map.

(2) Correct the area for Section 1 to reflect the separation of Section 7.

(3) Provide the correct total acreage for the overall site, which appears to include the reconveyance of the Maryland State Highway Administration property to the current owner.

(4) Correctly label the proposed reconveyance as part of the property if it is included in the total area.

(5) Correct the last sentence of Note 2 as follows: "The amount of off-site woodland conservation required for Phase 4 is satisfied through an off-site woodland conservation bank."

(6) Revise Note 7 as follows: "Westphalia Retail falls within Section 7 in the map above. The area associated with DSP-22042 has been separated from TCP2-029-2012, and assigned the number TCP2-039-2023, with the review of this plan."

f. In the phased worksheet for the overall Westphalia Town Center, the column for Section 1 shall be separated into two columns, one for the remainder of Section 1, and the other for Section 7, which has a new TCP2 number associated with the separation from TCP2-029-2012.

g. Revise, correct, and reconcile the phased worksheet columns for Sections 1 and 7 so the totals provided on the right side of the table do not exceed the gross tract area of the site. The overall phased worksheet shall demonstrate that the requirements for the site have been fully satisfied with the current TCP2 plan.

h. Revise, correct, and complete the individual TCP2 worksheet (Sheet 1) as follows:

(1) Add "Section 7" to the property description.

(2) Add the TCP2 number, TCP2-039-2023.

(3) Add the previous Type 1 tree conservation plan number, TCPI-014-08-04.

(4) The application is within the Priority Funding Area.

(5) Correct the individual worksheet to correctly calculate the woodland conservation requirement for the site.

(6) The woodland preservation credited cannot exceed the amount of woodlands not cleared.

(7) Show how the woodland conservation requirement for Section 7 is being fully provided.

(8) Include any other calculations affected by revisions to the TCP2 plan.

i. Revise the Section 7 Individual Woodland Conservation Worksheet to the overall TCP2 Worksheet for Phased Projects. Ensure all values match between the individual and phased worksheet. The Planning Board reserves the ability to provide further comments on the worksheets after corrections are submitted, prior to certification.

j. Add a note under the specimen tree table as follows:

"Note: Three trees (ST-207, ST-210, and ST-211) are proposed to be removed on TCP2-039-2023. The site is grandfathered from variance requirements because it is subject to the 1993 Woodland Conservation Ordinance."

k. Reconcile the amount of woodland conservation provided in the Woodland Conservation Summary Table with the amount of woodland not cleared in the individual TCP2 worksheet and all other calculations. Provide woodland conservation sheet summary tables on all plan sheets, even if no woodland conservation is provided currently.

l. On the cover sheet:

(1) Provide the TCP2 application number in the sheet title.

(2) Add a completed Table for Forest Conservation Act (FCA) Reporting (Change Table) per Development Bulletin 4-2022.

m. On the Location Map on the cover sheet and Sheet 11, identify and label the boundaries and area of the proposed conveyance of property previously dedicated as a right-of-way to the Maryland State Highway Administration, to the current property owner. Provide notes or additional information about when this conveyance will occur, and how this transaction affects the certification of the current application.

n. Delineate the primary management area on all plan sheets using the standard symbols identified in the 2018 *Environmental Technical Manual*.

o. On all plan sheets where reforestation is approved, show the location of the permanent tree protection fence, which is required to be provided on the vulnerable edges of planting areas.

p. Provide an Owner's Awareness Certificate on the coversheet, which needs to be signed by the property owner prior to signature approval of the plan.

q. Have the revised TCP2 signed by the qualified professional who prepared it.

r. Provide a copy of the grading, erosion, and sediment control technical plan so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.

3. At the time of subsequent detailed site plans, the applicant and the applicant's heirs, successors, and/or assignees shall provide an exhibit detailing the following:

   a. Pedestrian safety features, traffic calming, and pedestrian amenities.

   b. A minimum width of 5-foot-wide sidewalks throughout the site.

   c. The limits and details of any portion of the Back Branch Trail that impacts the site.

   d. Short-term bicycle parking throughout the site.

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

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, December 14, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of January 2024.

Peter A. Shapiro
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

PAS:JJ:DL:rpg

Laura Tallerico

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

DSP-2026-0013
DETAILED SITE PLAN
FOR
PARCELS A & B

WESTPHALIA TOWN CENTER

ELECTION DISTRICT NO. 15

GENERAL NOTES

1. This Detailed Site Plan is for the development of Westphalia Retail.
2. Total site area included in this Detailed Site Plan is 2,869,733 SF (65.88 Ac.) and includes Parcel W2 and Parcel 31.
3. The subject property is currently zoned TAC-E (Town Activity Center - Edge) / MIO (Military Installation Overlay). The prior zone was M-X-T (Mixed Use Transportation Oriented) / MIO (Military Installation Overlay). Surrounding properties are zoned TAC-E (current) / MIO, M-X-T (prior) / MIO as shown hereon. This application is being processed under M-X-T Zone.
4. The use of this property is for integrated shopping center and 2 Over 2 residential.
5. This development application is for two Parcels (Parcel W2 and Parcel 31).
6. Gross Floor Area = 663,390 SF

Use	Area
Residential	583,050 SF
Integrated Shopping Center	139,914 SF
Total	722,964 SF

FAR FOR JUST DSP 2026-0013 (Site Area = 2,869,733 SF)
Residential: 0.20
Commercial: 0.05

Westphalia Center Total Area Overall = 530.27 Ac.
FAR OVERALL INCLUDING THIS DSP 2026-0013:
Residential: 0.02
Commercial: 0.01
(See development comparison table on this sheet for allowable and proposed residential units and commercial square footage)

7. Parking
   A. Required:1,056 spaces

Use	Rate (Per Section 27-568)	Requirement
Integrated shopping center (139,914 sf)	x1 spaces per 250 SF GFA	560 spaces
2 Over 2 (276 units)	2.04 spaces per Dwelling Unit	564 spaces
	Total:	1,124 spaces*

   * Of which at least 750 (2/3 of requirement) must be non-compact.

   B. Provided: 1,230 spaces as follows:

   Integrated Shopping Center Total: 626 spaces *
   606 Standard Spaces @ 9.5' x 19' min.find
   5 Standard Handicap Spaces @ 8' x 19' with 5' access aisle.
   15 Van Accessible Handicap Spaces @ 8' x 19' with 8' access aisle.
   * Of which at least 2% must be handicap accessible and at least 3 must be van-accessible.

   2 Over 2 Residential Area Total: 604 spaces
   276 Garage Parking Spaces
   276 Driveway Parking Spaces
   48 Standard Spaces @ 9.5' x 19' min. *
   4 Van Accessible Handicap Spaces @ 8' x 19' with 8' access aisle
   * Of which at least 2 must be handicap accessible and at least 1 must be van-accessible.

   Parking Narrative: Parking Requirements have been calculated per Section 27-574 of the Parking George's County Zoning Ordinance. Under this DSP the proposed development includes a retail shopping center and outside of the commercial area there are residential townhomes proposed. The base minimum requirement for the proposed uses was calculated per Section 25-568. As shown in the calculations above for the commercial component the parking requirement were calculated based on gross floor area and the residential is based on unit count. For the commercial portion of the site we are proposing 626 parking spaces which is 112% of the base requirement which is less the maximum parking allowable (115%) for non-residential uses as stated in section 27-574.

8. Loading
   A. Required: 4 spaces

Use	Rate	Requirement
Integrated Shopping Center	3 spaces less than 100,000 SF of GFA	3 spaces
(Total: 140,430 sf)	+1 space each additional 100,000 SF of GFA	1 space
	Total:	4 spaces

   B. Provided: 4 spaces; 3 spaces at 12' x 33' and 1 at 12' x 45'

9. Bike Parking
   A. Required: 20 spaces
   B. Provided: 20 spaces
10. The subject property appears on Washington Suburban Sanitary Commission Sheet 207SE09.
11. The subject property appears on Tax Map 100, Grid A1.
12. The subject property is located in the following Military Installation Overlay Zones:

    Height:Surface E, Conical Surface (20:1) - Right Runway
    Subtotal: The distance between Surface A and nearest boundary of the subject property (7,560') less the distance between the subject property and the border of Surfaces D and E.
    7,560'-1054'-3,480' =3,026'
    Total: Divide subtotal by 20, then add 150.
    3,026'/20+150 = 301.3'
13. The subject property has an existing Water/Sewer Category of W-3/ S-3 and a proposed Water/Sewer Category of W-3/ S-3.
14. Stormwater Management Concept Plan (case #: SIT-01374-2025) was submitted on 04/08/2026.
15. For Tree Conservation Plan Type 2, see TCP2-039-2023-01.
16. A ten-foot Public Utility Easement shall be provided along public and private vehicular rights-of-way as shown.
17. The mandatory parkland requirement will be provided fee in lieu (residential only).
18. There is no evidence of a cemetery on or contiguous to the subject property.
19. There are historic structures on or near the subject property.
20. There are wetlands or Waters of the United States on the subject property as shown hereon.
21. There is A 100 year floodplain on the subject property as shown hereon.
22. The subject property is not located within the Chesapeake Bay Critical Area.
23. Boundary and topography information shown hereon was prepared by Atwell, LLC.
24. All on-site concrete curb and gutter to be Prince George's County Std. No. 300.01 unless otherwise modified.
25. All parking spaces shall be defined by 4" wide white painted striping.
26. Radii on islands and curb work to be 5 feet unless otherwise shown.
27. Minimum grade on areas not paved: 2.5% unless otherwise noted. 2% in swales.

    Maximum grade: 3:1
    Contour interval: 2 feet
    Vertical datum is based on NGVD 1929 Datum.
    Horizontal datum is based on WSSC Datum.
28. Existing Utilities:
    A. Notify "Miss Utility" at 1-800-257-7777 at least 48 hours prior to beginning any excavation or construction for them to mark the location of existing utilities.
    B. Information concerning underground utilities was obtained from available records. The contractor must determine the exact locations and elevations of the mains by digging test pits by hand at utility crossings well in advance of trenching. If clearances of the lines are less than shown on this plan or less than twelve inches, contact the engineer and other involved utility companies before proceeding with construction.
    C. Omissions and/or additions of utilities found during construction shall be the sole responsibility of any contractor engaged in excavation at this site. Atwell, LLC. shall be notified immediately of any and all utility information, omissions and additions found by any contractor.
    D. Due to the proximity of live underground and overhead utilities, Atwell is not responsible for any damage or injury sustained during construction by any persons, trucks, trailers, or equipment used on or adjacent to the site.
29. All grading work shall be in accordance with Division 2 of the Prince George's County Building Code (Subtitle 32, latest edition).

    All proposed load-bearing fills for the support of buildings, walls and other structures shall be Class I. All fills for the support of roadways, pavements, rigid utility lines and house connections shall be Class II. All landscaped areas, lawns and plantings, or other nonload bearing uses shall be Class III. Each layer of Class I and Class II fills shall be compacted at optimum moisture content and to a minimum of 95% and 90% respectively of maximum density as determined in the laboratory by the Standard Proctor Test. (AASHTO T-99, ASTM D-698). In-place density tests shall be provided by a licensed Geotechnical Engineer.

    The site geotechnical analysis and report prepared by a Maryland licensed Geotechnical Engineer shall be consulted and used to provide details for pavement sections, lift thickness, compaction, drainage, and any other site specific recommendations and requirements. Those recommendations and requirements shall take precedence over any conflicting information between the plans and report.
30. Upon completion of work, site grading, drainage, property corner and landscape observations and certifications must be performed by a licensed professional engineer, landscape architect and/or surveyor, confirming that all work has been completed in accordance with the permit, approved plans, and codes. These certifications are required to finalize the permit and release bonds.
31. All grades, elevations, earth quantities, etc., are to be verified by the contractor. Any earth quantities shown or implied are measured to final grade and are approximate. No allowance has been made for unsuitable material encountered during construction. Suitability of soil for use in fill areas or stability of cut areas, compaction, etc., should be determined by a soils engineer.
32. The contractor will be responsible for any damage to the existing structures and underground utilities.
33. The contractor will have sole responsibility for the construction means, methods, and techniques of executing his work, including safety.
34. No handicap parking space shall have a slope greater than 2.0% in any direction. No handicap ramp shall have a longitudinal slope greater than 8.3% or a cross slope greater than 2.0%.
35. Unless otherwise shown, all sidewalks shall have a cross slope no greater than 2%.
36. Dimensions shown in the parking and drive areas are to face of curb, where applicable.
37. All exterior light poles are to be set back at least 2.0' from the face of curb when located on vehicular surfaces or head in parking spaces unless otherwise shown
38. Arrows shown in drive aisles indicate general direction of travel and are not intended to convey a requirement that arrows be painted on the pavement.
39. Finished Square Footages: 2 over 2 (2112.5 SF)

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C-APR	APPROVAL SHEET	6.002-Z
C-OV	OVERALL SITE PLAN	6.003-Z
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C-2	DETAILED SITE PLAN	6.005-Z
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INDEX OF DRAWINGS

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2	TABLE OF CONTENTS AND DESIGN NARRATIVE
3	TENANT SIGN CRITERIA
	BUILDING ELEVATION
4	RETAIL BUILDING A,B,C,D
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20	FREESTANDING SIGNS
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A-1.2	SIDE ELEVATIONS - BLUEMONT TARARA
A-2.0	FRONT ELEVATIONS - DEVONSHIRE RL
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A-3.0	FRONT ELEVATIONS - QUINCY RL
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A-4.0	FRONT ELEVATIONS - VALENCIA RL
A-4.1	REAR ELEVATIONS - VALENCIA RL
A-4.2	SIDE ELEVATIONS - VALENCIA RL

DEVELOPMENT COMPARISON TABLE

	WESTPHALIA CENTER PPS-4-08002	WESTPHALIA TOWN CENTER PH 5 PPS-4-08002	WESTPHALIA TOWN CENTER PH 1 DSP-13005-06	WESTPHALIA EAST DSP-19009-02	WESTPHALIA TOWN CENTER PH 1 INFRASTRUCTURE DSP-12017	PRESIDENTIAL PARKWAY EAST DSP-12017-01	PRESIDENTIAL PARKWAY EAST DSP-12017-02	WESTPHALIA TOWN CENTER NORTH DSP-19062/ DSP-19062-01†	WESTPHALIA BUSINESS CENTER 1&2 DET-2022-001	WESTPHALIA RETAIL INFRASTRUCTURE DSP-22042	**WESTPHALIA TOWN CENTER DSP-2026-0013**	REMAINING?
GROSS ACREAGE	482.57 AC	9.38 AC	478.48 AC	58.06 AC	478.48 AC	10.74 AC	12.11 AC	88.06 AC	58.47 AC	65.88 AC	**65.88 AC**	–
LOTS	1,352	133	346	491	0	0	0	639	0	0	**0**	9
PARCELS	211	0	23	76	0	0	0	65	2	2	**2**	42
OUTLOTS	0	0	4	0	0	0	0	0	0	0	**0**	–
OUTPARCELS	0	0	0	0	0	0	0	0	0	0	**0**	–
SFD	172	0	0	75	0	0	0	34	0	0	**0**	63
ATTACHED UNITS*	1,711	133	346	580	0	0	0	605	0	0	**276**	37
TOWNHOUSE	1,287	133	346	416	0	0	0	605	0	0	**0**	0
OTHER*	424	0	0	164	0	0	0	0	0	0	**276**	37
MULTIFAMILY	2,473	0	0	0	0	0	0	0	0	0	**0**	2,473
COMMERCIAL / RETAIL	1,397,000 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	**140,430 SF**	1,256,570 SF
HOTEL (# OF ROOMS)	500-600*	0	0	0	0	0	0	0	0	0	**0**	500-600

NOTES
1. "ATTACHED" COUNTS ARE BROKEN DOWN INTO "TOWNHOUSE" AND "OTHER" TABULATIONS.
2. "OTHER" INCLUDES TWO-OVER-TWOS, TRIPLEXES, AND BACK-TO-BACKS WHICH MAY NOT BE SPECIFICALLY ON THE PRELIMINARY PLAN.
3. "REMAINING" CALCULATIONS COMBINE QUALITIES APPROVED WITH PPS-4-08002 AND PPS-4-21008 AND SUBTRACT WITH EACH SUBSEQUENT SITE PLAN.
4. HOTEL COUNTS ARE SET WITH APPROVED CSP-07004-01.
5. THE COLUMN FOR DSP-19062/ 19062-01 INCLUDES THE TOTAL QUANTITIES FOR THE MOST RECENT REVISION.

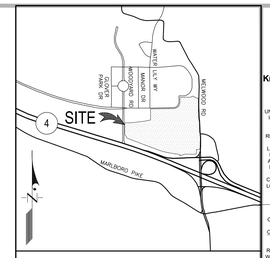
SITE STATISTICS

	TOTAL
GROSS TRACT AREA	65.88 AC
EXISTING 100-YEAR FLOODPLAIN	9.92 AC
NET TRACT AREA	55.96 AC
EXISTING WOODLAND IN THE FLOODPLAIN	6.81 AC
EXISTING WOODLAND NET TRACT AREA	6.89 AC
EXISTING WOODLAND TOTAL	13.70 AC
EXISTING PMA	14.02 AC
REGULATED STREAM (LINEAR FEET OF CENTERLINE)	3,216.97 LF

PARCEL AREA SUMMARY

PARCEL	SQ. FOOTAGE	AREA/S	LAND USE DESCRIPTION	DEDICATION
PARCEL W2	255,256	5.86	SWM	TO BE CONVEYED TO HOA
PARCEL 31	2,614,477	60.02	MIXED USE	PRIVATE
TOTAL	2,869,733	65.88		

NOTES
SQUARE FOOTAGE MAY BE ADJUSTED AS SPECIFIC DETAILED SITE PLANS ARE SUBMITTED AS LONG AS THE TOTAL SQUARE FOOTAGE LISTED HERE ARE NOT EXCEEDED.



VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

811 Know what's below. Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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MITCHELLVILLE, MD 20721
MD, VA & DC

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-2026-0013
DETAILED SITE PLAN
COVER SHEET

NOT FOR CONSTRUCTION

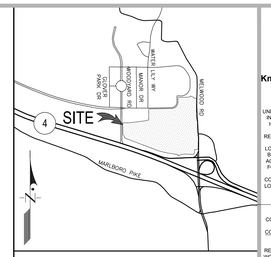
DATE
REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.001-Z

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Gluzen
Ph: 480-588-9224
Email: bdluzen@walton.com

STATE OF MARYLAND — MATTHEW C. SCHNEIDER — 43205 — PROFESSIONAL ENGINEER

C-CS



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11721 WOODMORE ROAD, SUITE 200
MITCHELLVILLE, MD 20721
MARYLAND

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

ATTRIBUTE: WALTON WESTPHALIA DEVELOPMENT (USA), LLC

WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
15P208 #15
DETAILED SITE PLAN
APPROVAL SHEET

NOT FOR CONSTRUCTION

DATE --

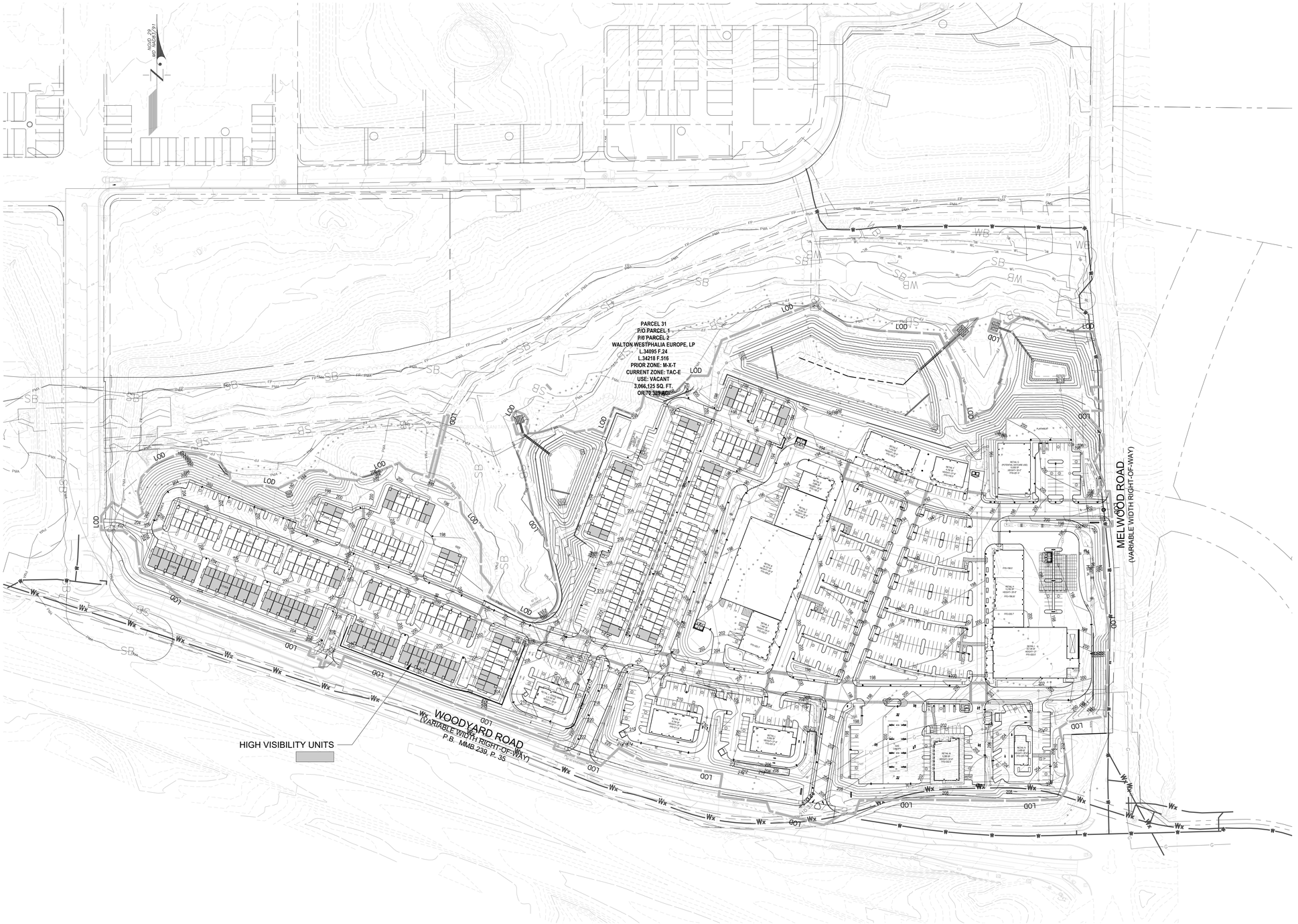
REVISIONS

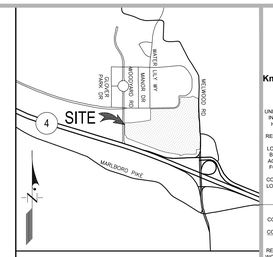
DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.002-Z

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Diuzen
Ph: 480-586-9224
Email: bdiuzen@walton.com

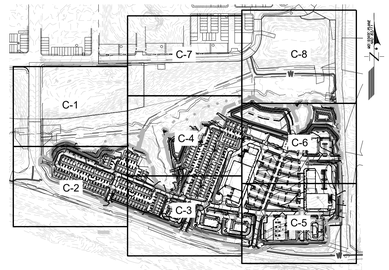
STATE OF MARYLAND · MATTHEW C. SCHNEIDER · 43205 · PROFESSIONAL ENGINEER

C-APR





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PROPOSED FLOW ARROW
- PROPOSED CONCRETE PAVING
- PROPOSED HEAVY DUTY CONCRETE PAVING
- PROPOSED HEAVY DUTY ASPHALT PAVING
- PROPOSED DOOR LOCATIONS
- PROPOSED FIRE HYDRANT
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING WATER
- PROPOSED WATER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING FLOODPLAIN
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- PRIMARY MANAGEMENT AREA
- REGULATED STREAM (CENTERLINE)
- EXISTING WETLAND
- STANDARD PARKING SPACES
- COMPACT PARKING SPACES
- HANDICAPPED PARKING SPACES
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED CHAIN LINK FENCE
- PROPOSED SIGHT TIGHT SCREEN FENCE
- PROPOSED LIGHT POLE
- PROPOSED SPILL GUTTER

THE CONTRACTOR SHALL NOTIFY MISS UTILITY 1-800-257-7777, FORTY-EIGHT (48) HOURS BEFORE STARTING WORK SHOWN ON THESE DRAWINGS.

BUILDING AREA:

PROPOSED USE	AREA
Retail	140,804 sf
Daycare	10,000 sf
Pads	25,060 sf
Total	**139,914 sf**

RESIDENTIAL:

TYPE	DIMENSIONS	UNIT GROSS AREA (SF)	TOTAL UNITS	AREA
2 OVER 2 - UPPER UNIT	24' X 50'	2,145	138	296,010 SF
2 OVER 2 - LOWER UNIT	24' X 50'	1,604	138	221,352 SF
TOTAL			276	517,362 SF

RETAIL NOTE
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SUBTITLE 32, DIVISION 2 CERTIFICATION

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48 hrs Before Excavation

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

SCALE IN FEET
0 100 200 300 500

STATE OF MARYLAND · MATTHEW C. SCHMITT · 43200 · PROFESSIONAL ENGINEER

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MD, VA, WV, DC

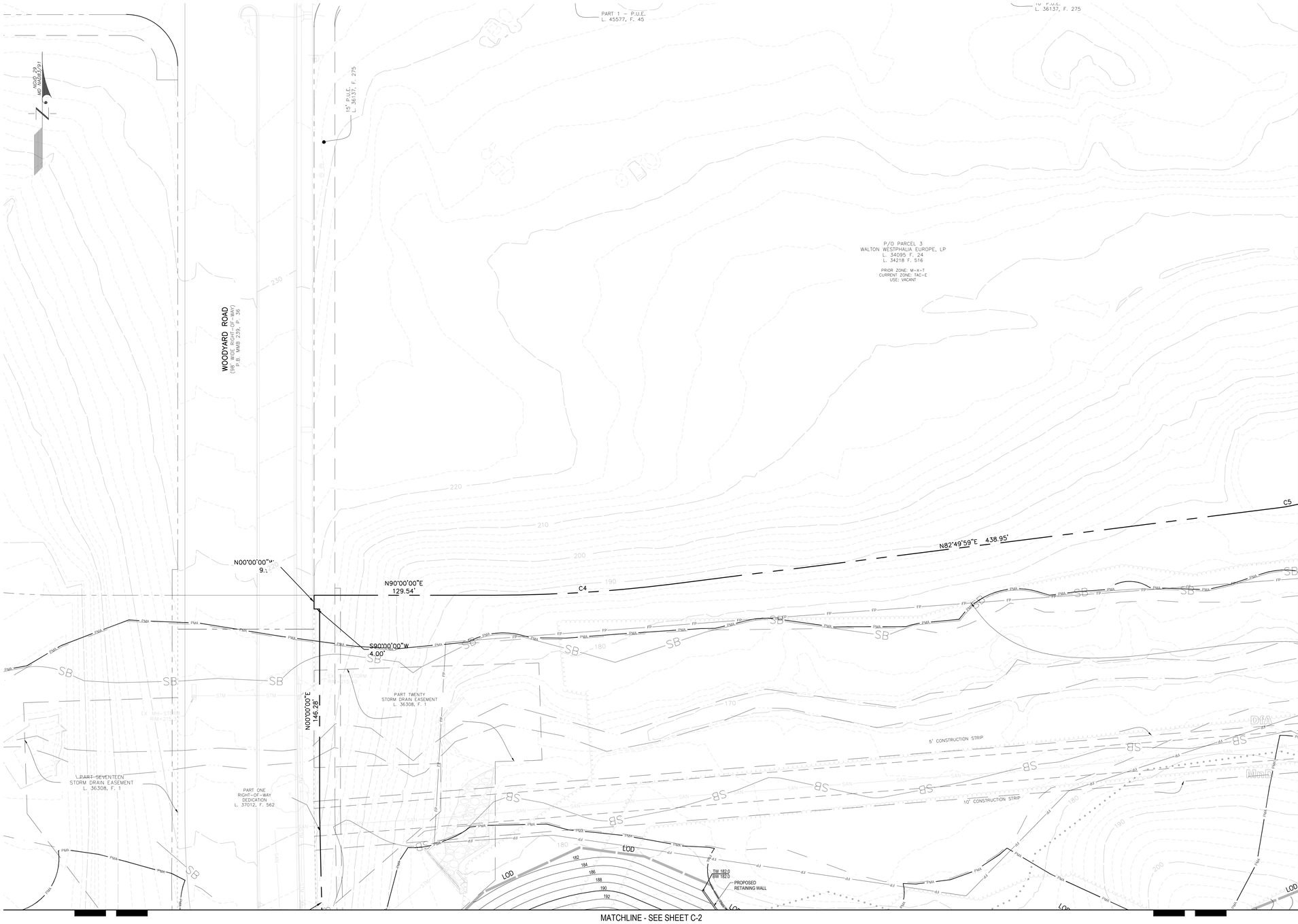
ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

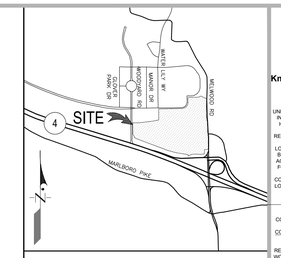
ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-22026-0015
OVERALL SITE PLAN

NOT FOR CONSTRUCTION

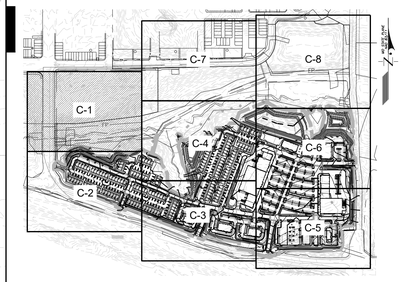
DATE
REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.003-Z





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

LEGEND

- EXISTING CONTOUR
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- PROPOSED FLOW ARROW
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WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-22026-00113
DETAILED SITE PLAN

NOT FOR CONSTRUCTION

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REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO.
6.004-Z

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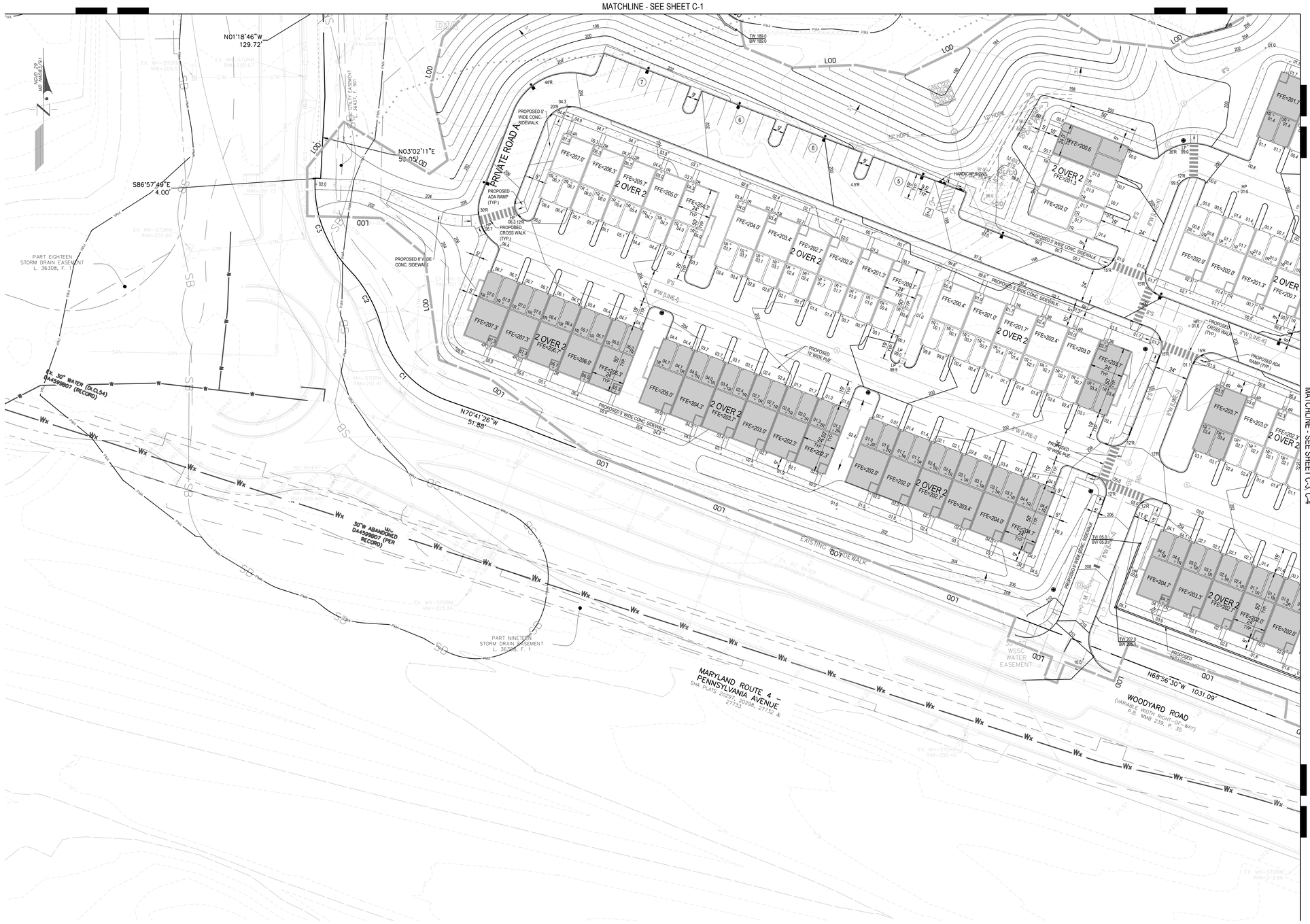
STATE OF MARYLAND · MATTHEW C. SCHNEIDER · 43205 · PROFESSIONAL ENGINEER

SCALE IN FEET
0 30 60 90 150

MATCHLINE - SEE SHEET C-1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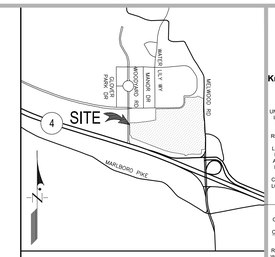
129.72'
N03°02'11"E
53.05'
S86°57'49"E
4.00'
N70°41'26"W
51.88'
N68°56'30"W
1031.09'
PROPOSED 5' WIDE CONC. SIDEWALK
PROPOSED ADA RAMP (TYP.)
PROPOSED CROSS WALK (TYP.)
PROPOSED 8' WIDE CONC. SIDEWALK
PROPOSED 10' WIDE PUE
PROPOSED 5' WIDE CONC. SIDEWALK
PROPOSED 8' WIDE CONC. SIDEWALK
EXISTING SIDEWALK
PROPOSED 5' WIDE CONC. SIDEWALK
PROPOSED 8' WIDE CONC. SIDEWALK
PROPOSED 10' WIDE PUE

MATCHLINE - SEE SHEET C-4

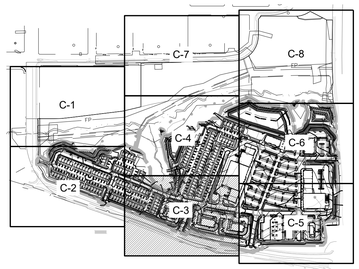
MATCHLINE - SEE SHEET C-2

MATCHLINE - SEE SHEET C-5, C-6





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



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Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

SCALE IN FEET
0 30 60 90 150

C-3

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ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-20064-0013
DETAILED SITE PLAN

NOT FOR CONSTRUCTION

DATE
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REVISIONS

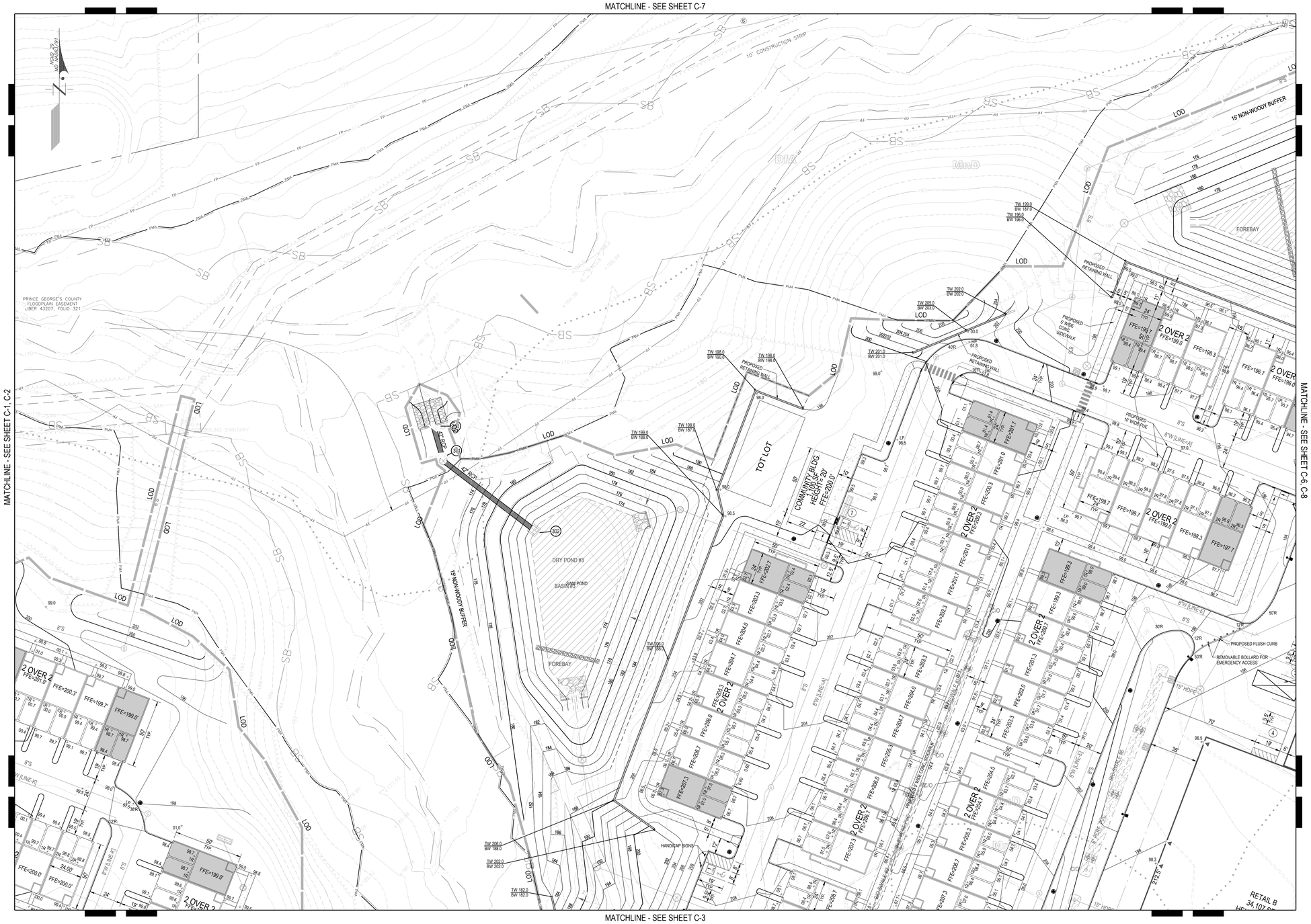
DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.006-Z

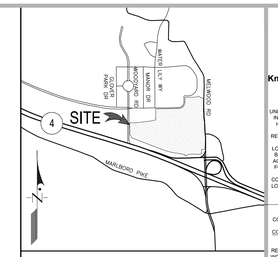
MATCHLINE - SEE SHEET C-7

MATCHLINE - SEE SHEET C-1, C-2

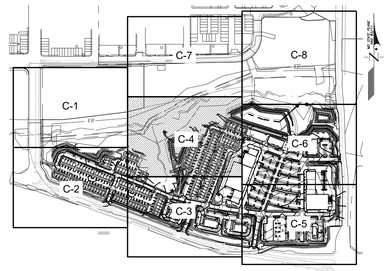
MATCHLINE - SEE SHEET C-6, C-8

MATCHLINE - SEE SHEET C-3





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



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STATE OF MARYLAND — JOHN C. STEINMANN — 43200 — PROFESSIONAL ENGINEER

C-4

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ELECTION DISTRICT # 15
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WALTON WESTPHALIA DEVELOPMENT (USA), LLC
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9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-20006-0015

DETAILED SITE PLAN

NOT FOR CONSTRUCTION

ATTRIBUTE

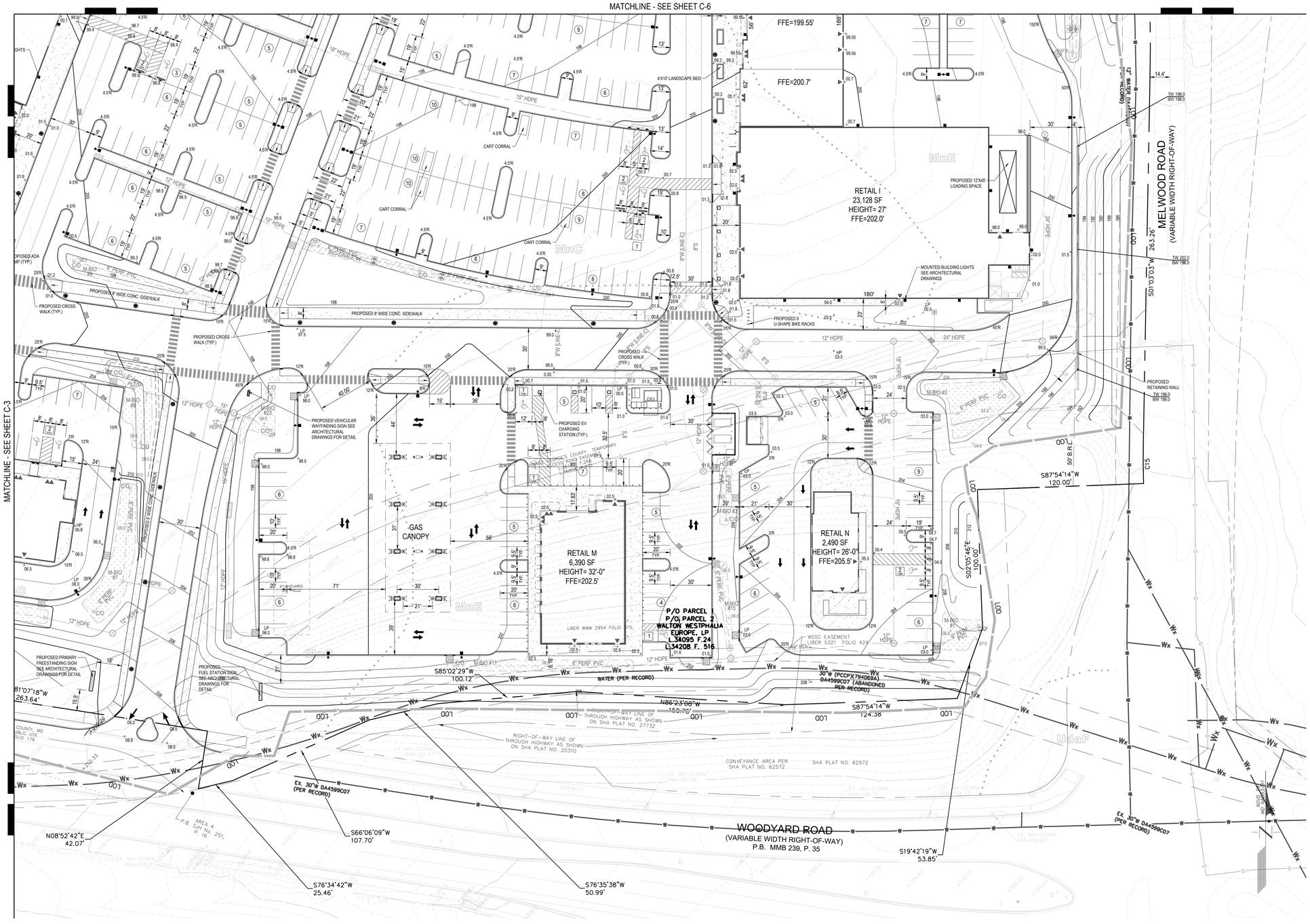
DATE

REVISIONS

DR. HZ CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.007-Z

MATCHLINE - SEE SHEET C-6

MATCHLINE - SEE SHEET C-3



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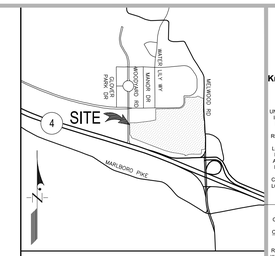
C-5



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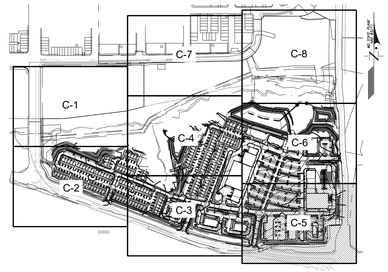

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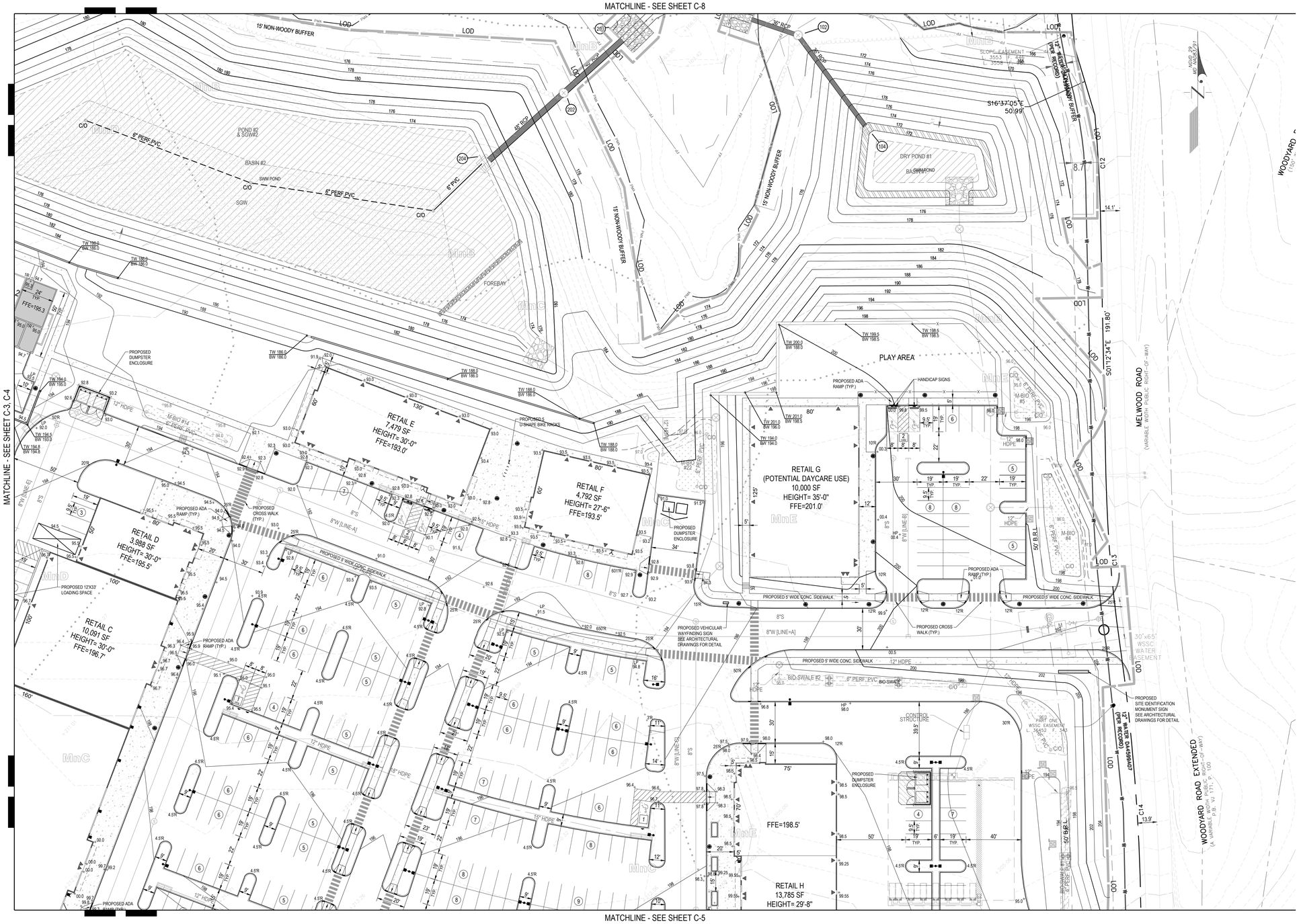
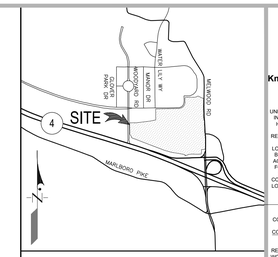
SHEET NO. 6.008-Z

MATCHLINE - SEE SHEET C-8

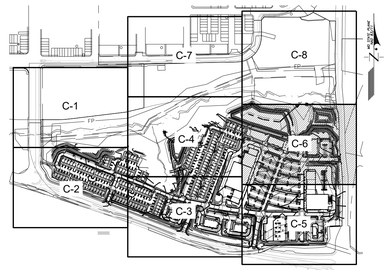


MATCHLINE - SEE SHEET C-5

MATCHLINE - SEE SHEET C-3, C-4



VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PROPOSED FLOW ARROW
- PROPOSED CONCRETE PAVING
- PROPOSED HEAVY DUTY CONCRETE PAVING
- PROPOSED HEAVY DUTY ASPHALT PAVING
- PROPOSED DOOR LOCATIONS
- PROPOSED FIRE HYDRANT
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING WATER
- PROPOSED WATER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING FLOODPLAIN
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- PRIMARY MANAGEMENT AREA
- REGULATED STREAM (CENTERLINE)
- EXISTING WETLAND
- STANDARD PARKING SPACES
- COMPACT PARKING SPACES
- HANDICAPPED PARKING SPACES
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED CHAIN LINK FENCE
- PROPOSED SIGHT TIGHT SCREEN FENCE
- PROPOSED LIGHT POLE
- PROPOSED SPILL GUTTER

THE CONTRACTOR SHALL NOTIFY MISS UTILITY 1-800-257-7777, FORTY-EIGHT (48) HOURS BEFORE STARTING WORK SHOWN ON THESE DRAWINGS.

RETAIL NOTE
Qualifying modifications and/or minor amendments to the DSP for future commercial tenants may be reviewed and approved by the Planning Director or designee, pursuant to Section 27-289(c).

SUBTITLE 32, DIVISION 2 CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAN CONFORMS TO THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2 OF THE PRINCE GEORGE'S COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT DRAINAGE ONTO THIS SITE FROM UPHILL PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNGRADE PROPERTIES, HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

CALL MISS UTILITY
1-800-257-7777
48 hrs Before Excavation

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

SCALE IN FEET
0 30 60 90 150

C-6

811 Know what's below. Call before you dig.

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NOTICE:
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11721 WOODMORE ROAD, SUITE 200
MITCHELLVILLE, MD 20721
SM-1456-0506

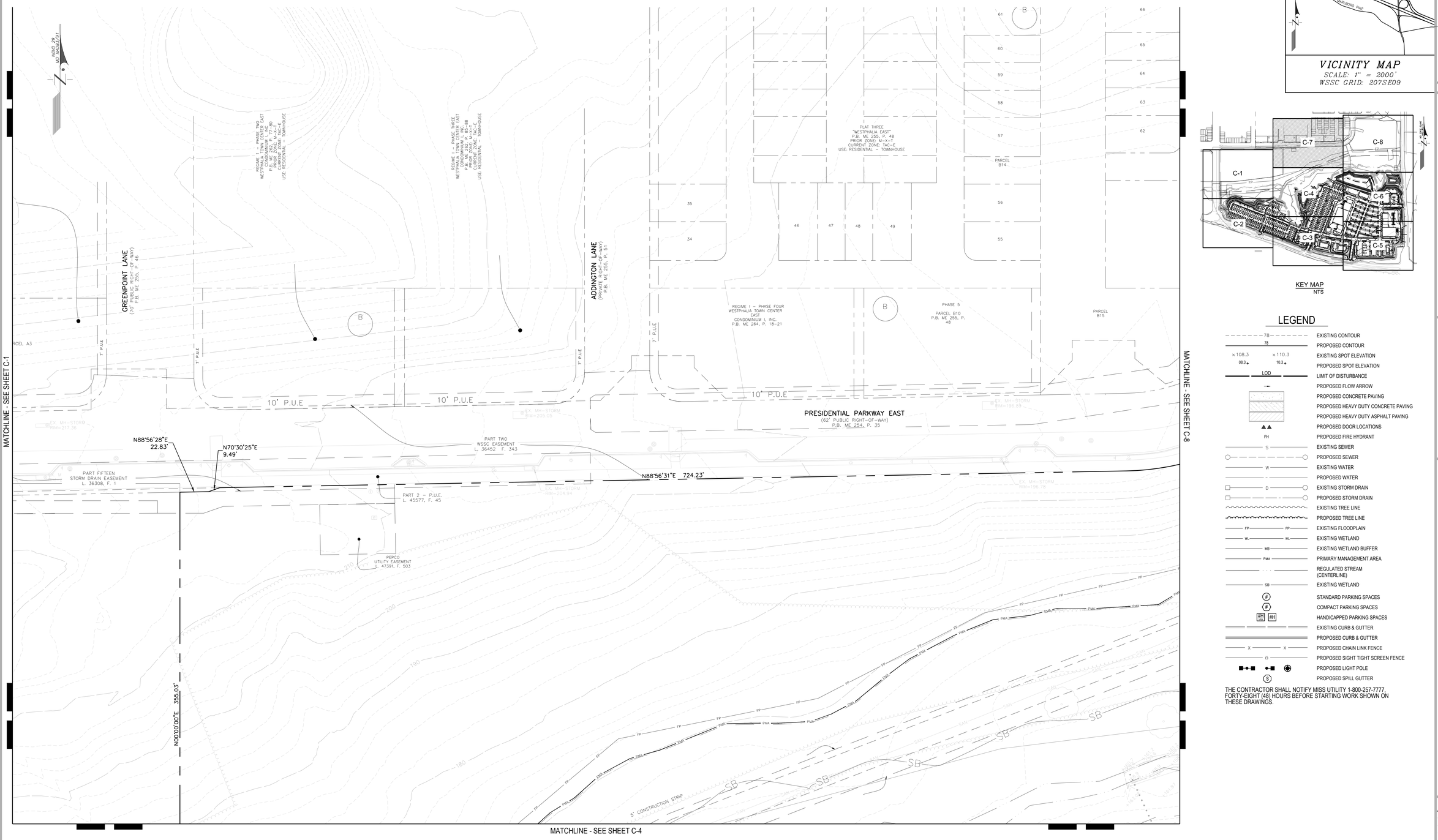
ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

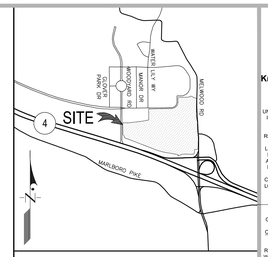
ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-20206-0013
DETAILED SITE PLAN

NOT FOR CONSTRUCTION

DATE
REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.009-Z





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

KEY MAP
NTS

LEGEND

78	EXISTING CONTOUR
78	PROPOSED CONTOUR
×108.3 108.3	EXISTING SPOT ELEVATION
×110.3 110.3	PROPOSED SPOT ELEVATION
LOD	LIMIT OF DISTURBANCE
	PROPOSED FLOW ARROW
	PROPOSED CONCRETE PAVING
	PROPOSED HEAVY DUTY CONCRETE PAVING
	PROPOSED HEAVY DUTY ASPHALT PAVING
	PROPOSED DOOR LOCATIONS
FH	PROPOSED FIRE HYDRANT
S	EXISTING SEWER
	PROPOSED SEWER
W	EXISTING WATER
	PROPOSED WATER
D	EXISTING STORM DRAIN
	PROPOSED STORM DRAIN
	EXISTING TREE LINE
	PROPOSED TREE LINE
FP	EXISTING FLOODPLAIN
WL	EXISTING WETLAND
WB	EXISTING WETLAND BUFFER
PMA	PRIMARY MANAGEMENT AREA
	REGULATED STREAM (CENTERLINE)
SB	EXISTING WETLAND
#	STANDARD PARKING SPACES
#	COMPACT PARKING SPACES
#H VAN #H	HANDICAPPED PARKING SPACES
	EXISTING CURB & GUTTER
	PROPOSED CURB & GUTTER
X	PROPOSED CHAIN LINK FENCE
	PROPOSED SIGHT TIGHT SCREEN FENCE
	PROPOSED LIGHT POLE
S	PROPOSED SPILL GUTTER

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811
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MD, VA, NC, SC

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-20064-0013
DETAILED SITE PLAN

ATTRIBUTE

DATE
--

REVISIONS
1 --

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.010-Z

NOT FOR CONSTRUCTION

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Scottsdale, AZ 85258
Attn: Barry Diuzen
Ph: 480-586-9224
Email: bdiuzen@walton.com

SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND
BRITTANY KAMENSKY
43200
PROFESSIONAL ENGINEER

HILL WAY
(RIGHT-OF-WAY)
255, P. 51

PARCEL D1

PEPCO
UTILITY EASEMENT
L. 47901, F. 147

PRINCE GEORGE'S COUNTY
STORMWATER MANAGEMENT
EASEMENT
L. 35668, F. 107

PART SIXTEEN STORM
DRAIN EASEMENT
L. 36308, F. 001

PARCEL
B16

PART ONE
WSSC EASEMENT
L. 36452, F. 343

PRINCE GEORGE'S COUNTY
FLOODPLAIN EASEMENT
LIBER 43207, FOLIO 321

SLOPE EASEMENT
L. 3553, F. 446
L. 3558, F. 981

DRAINAGE EASEMENT
L. 3553, F. 446
L. 3558, F. 981

CONSTRUCTION EASEMENT
L. 3553, F. 446
L. 3558, F. 981

PARCEL H
"MELLWOOD PARK"
P.B. VJ 172, P. 3

MNCPPC
L. 10043 F. 191

PRIOR ZONE: R-O-S
CURRENT ZONE: RSF
USE: PARKS AND OPEN SPACE

MELWOOD ROAD
(PUBLIC RIGHT-OF-WAY)
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

N43°57'56"E
35.17'

S89°47'39"E 277.88'

C8

C9

S62°30'48"E
151.70'

S89°03'29"E
47.26'

C10

S00°41'48"W
266.81'

C11

S06°52'39"W
51.34'

S05°05'12"E
21.81'

S29°18'05"E

N00°00'01"W
135.39'

C6

C7

12" WATER DA4599A07
(PER RECORD)

15' CONSTRUCTION STRIP

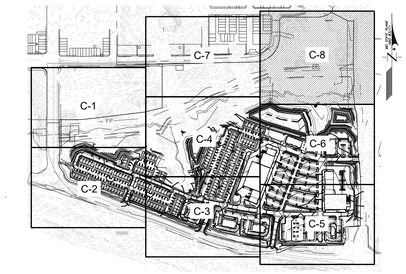
5' CONSTRUCTION STRIP

CONSTRUCTION STRIP

MATCHLINE - SEE SHEET C-7

MATCHLINE - SEE SHEET C-6

VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

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Email: bdluzen@walton.com

SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND · STEVEN C. SILVERMAN · 45200 · PROFESSIONAL ENGINEER

C-8

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866.850.4200 www.atwell.com
11721 WOODMORE ROAD SUITE 200
MITCHELLVILLE, MD 20721
MD ENGINEERING

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

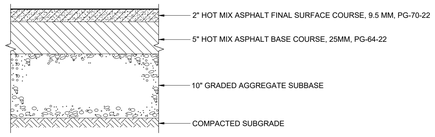
ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-2020-0015
DETAILED SITE PLAN

NOT FOR CONSTRUCTION

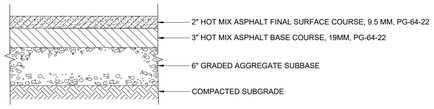
DATE
REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.011-Z

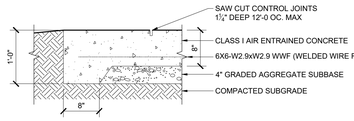
NOTE: FOR ADDITIONAL INFORMATION REGARDING PAVEMENT SPECIFICATIONS AND RECOMMENDATIONS, REFER TO XXXX REPORT DATED XXXX OR SUBSEQUENT UPDATES.



HEAVY DUTY ASPHALT PAVING SECTION
PROVIDED BY GEOTECH ENGINEERS INC. 3/25/2024 NTS
MODIFIED PG CO. STD. NO. 100.01

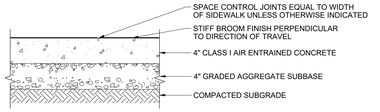


LIGHT DUTY ASPHALT PAVING SECTION
PROVIDED BY GEOTECH ENGINEERS INC. 3/25/2024 NTS
MODIFIED PG CO. STD. NO. 100.01



PLACE EXPANSION JOINTS BETWEEN CONCRETE SLAB AND ALL CURBS, BUILDING WALLS, COLUMNS, FOOTINGS, MANHOLES AND CLEANOUTS AND ELSEWHERE AS SHOWN ON PLAN

HEAVY DUTY CONCRETE PAVING SECTION
PG CO. STD NO. 300.03 (MODIFIED) NTS

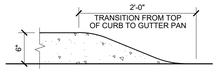


UNLESS OTHERWISE SHOWN, ALL SIDEWALKS SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%

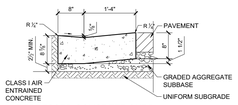
CONCRETE SIDEWALK PAVING SECTION
PG CO. STD NO. 300.05 NTS

PAVING SECTIONS

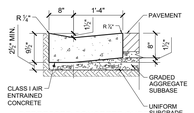
NOTE: PAVING SECTIONS SUBJECT TO REVIEW AND/OR REVISION BY GEOTECHNICAL ENGINEER. CONTRACTOR TO CONFIRM PAVEMENT SECTIONS WITH GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION



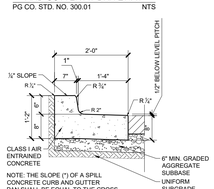
NOSE DOWN CURB
NTS



DEPRESSED CONCRETE CURB AND GUTTER AT SIDEWALK RAMP
PG CO. STD. NO. 300.01 NTS

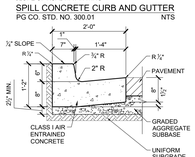


DEPRESSED CONCRETE CURB AND GUTTER AT DRIVEWAY
PG CO. STD. NO. 300.01 NTS



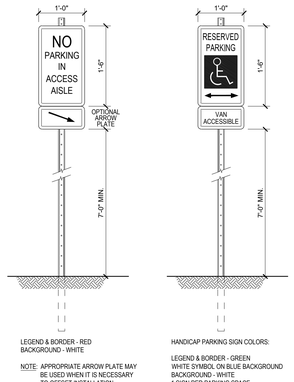
NOTE: THE SLOPE (*) OF A SPILL CONCRETE CURB AND GUTTER PAN SHALL BE EQUAL TO THE CROSS SLOPE OF ROADWAY PAVING.

SPILL CONCRETE CURB AND GUTTER
PG CO. STD. NO. 300.01 NTS



STANDARD CONCRETE CURB AND GUTTER
PG CO. STD. NO. 300.01 NTS

NOTE: EXPANSION JOINT TO BE SPACED TO MATCH PAVEMENT SLAB JOINTS AND EXPANSION JOINTS AT 100' INTERVALS AT BEGINNING AND END OF SHORT RADIUS (LESS THAN 100') CURVES, AT STRUCTURES AND AT MID POINT OF CURB RETURN, USING ½" PREFORMED EXPANSION JOINT FILLER, NON EXTRUDING.



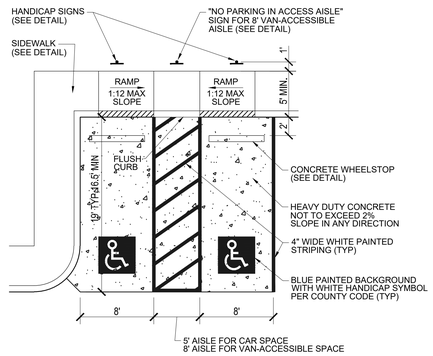
LEGEND & BORDER - RED
BACKGROUND - WHITE

NOTE: APPROPRIATE ARROW PLATE MAY BE USED WHEN IT IS NECESSARY TO OFFSET INSTALLATION LOCATION DUE TO ACCESS RAMP

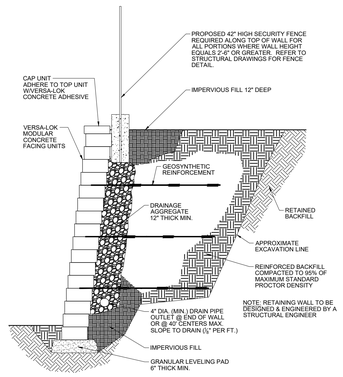
HANDICAP PARKING SIGN COLORS:

LEGEND & BORDER - GREEN
WHITE SYMBOL ON BLUE BACKGROUND
BACKGROUND - WHITE
1 SIGN PER PARKING SPACE

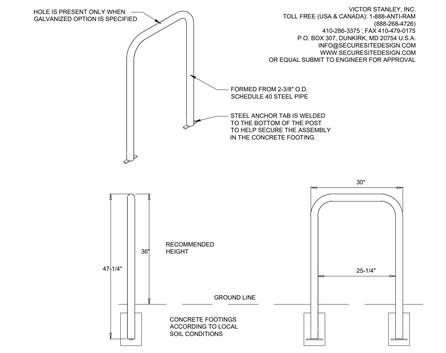
HANDICAPPED PARKING AND ACCESS AISLE SIGN
NTS



TYPICAL HANDICAP PARKING SPACE
NTS



VERSA-LOK MODULAR RETAINING WALL DETAIL
NTS

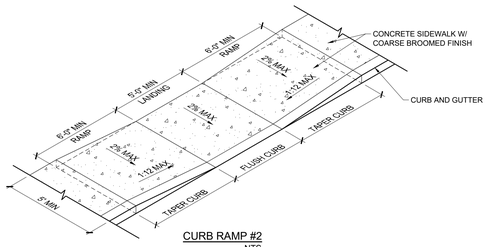


AVAILABLE OPTIONS:
POWDER COATING TO BLACK COLOR (ALL POWDER COAT FINISHES ARE DONE AT VICTOR STANLEY, INC. (VSI)

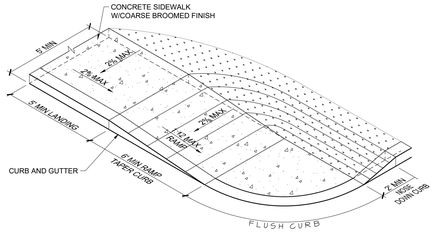
MOUNTING
STANDARD IN-GROUND (AS SHOWN) AND SURFACE

NOTES:
1. DRAWINGS NOT TO SCALE. DO NOT SCALE DRAWINGS.
2. ALL FABRICATED METAL COMPONENTS ARE STEEL SHOTBLASTED, ETCHED, PHOSPHATIZED, PREHEATED, AND ELECTROSTATICALLY POWDER-COATED WITH T.G.I.C. POLYESTER POWDER COATINGS. PRODUCTS ARE FULLY CLEANED AND PRETREATED, PREHEATED AND COATED WHILE HOT TO FILL CREVICES AND BUILD COATING FILM. COATED PARTS ARE THEN FULLY CURED TO COATING MANUFACTURER'S SPECIFICATIONS. THE THICKNESS OF THE RESULTING FINISH AVERAGES 8-10 MILS (200-250 MICRONS).
3. THIS SECURE SITE DESIGN LLC. OR EQUAL PRODUCT MUST BE PERMANENTLY AFFIXED IN THE GROUND. CONSULT YOUR LOCAL CODES FOR REGULATIONS.
4. FOR HIGH SALT ABUSIVE CLIMATES, HOT DIP GALVANIZING BEFORE POWDER COATING IS AVAILABLE. SEE WRITTEN SPECIFICATIONS FOR DETAILS.
5. ALL SPECIFICATIONS ARE SUBJECT TO CHANGE. CONTACT MANUFACTURER FOR DETAILS.
6. THIS PRODUCT IS SHIPPED FULLY ASSEMBLED.

BIKE RACK - SHOWN: STANDARD IN-GROUND MOUNT
CYCLE SENTRY SERIES BRQS-101 (OR APPROVED EQUAL) NTS



CURB RAMP #2
NTS



CURB RAMP #3
NTS

SITE FURNISHING SELECTIONS

Note:
Site Furnishings shown are for conceptual illustration only and subject to replacement with substantially equivalent products. Tenants may provide outdoor furnishings in their designated outoor patio areas that vary from shown.



Victor Stanley Milan Chair and Round Cafe Table silver/grey



Maglin 970 Backless Bench Silver/Grey



Thomas Steele Lofty Receptacle Silver/Grey



Victor Stanley Freesia Bike Rack silver/grey

Trip Generation Rates

Townhouse (Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.70 x Units	20/80
Evening Trips = 0.80 x Units	65/35
Single-Family Housing (Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.75 x Units	20/80
Evening Trips = 0.90 x Units	65/35
Warehousing (0.3 FAR, Prince George's County Rates)	**Trip Distribution (In/Out)**
Morning Trips = 0.40 x ksf	80/20
Evening Trips = 0.40 x ksf	20/80
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	**Trip Distribution (In/Out)**
Morning Trips = 0.35 x Units + 12.93	24/76
Evening Trips = 0.48 x Units + 7.35	62/38
Shopping Plaza w/out Supermarket (40-150ksf) (ksf, ITE-821)	**Trip Distribution (In/Out)**
Morning Trips = 1.59 x ksf	62/38
Evening Trips = 4.76 x ksf	49/51
Supermarket (ksf, ITE-850)	**Trip Distribution (In/Out)**
Morning Trips = 2.95 x ksf	59/41
Ln(Evening Trips) = 0.82 x Ln(ksf) + 2.87	50/50

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
DSP-13006 Westphalia Phase 1	Townhouse (Prince George's County Rates)	346 units	48	194	242	180	97	277
		Prorated Internal from below	-1	-2	-3	-21	-9	-30
DSP-19009 Westphalia East	Single-Family Housing (Prince George's County Rates)	76 units	11	46	57	44	24	68
		Prorated Internal from below	0	-1	-1	-5	-2	-7
	Multifamily Housing, Low-Rise (ITE-220, Units) (Stacked Towns)	164 units	17	53	70	53	33	86
	NOTE: ITE Defines Stacked Towns as multifamily	Prorated Internal from below	0	-1	-1	-6	-3	-9
	Townhouse (Prince George's County Rates)	416 units	58	233	291	216	117	333
		Prorated Internal from below	-1	-3	-4	-25	-11	-36
DSP-19062 Westphalia North	Single-Family Housing (Prince George's County Rates)	34 units	5	21	26	20	11	31
		Prorated Internal from below	0	0	0	-2	-1	-3
	Townhouse (Prince George's County Rates)	605 units	85	339	424	315	169	484
		Prorated Internal from below	-2	-4	-6	-36	-15	-52
DET-2022-001 Westphalia Business Ctr	Warehousing (0.3 FAR, Prince George's County Rates)	306,000 sq.ft.	98	24	122	24	98	122
	Truck Trips (Note that ITE Only projects 6 AM / PM truck trips)		49	12	61	12	49	61
	Employee/Vehicular Trips		49	12	61	12	49	61
	Prorated Internal from below (Applied Only to Employee / Vehicular Trips)		-3	-3	-6	-11	-11	-22
DET for Parcels A/B	Townhouse (Prince George's County Rates)	0 units	0	0	0	0	0	0
	Multifamily Housing, Low-Rise (ITE-220, Units) (Stacked Towns)	276 units	26	84	110	87	53	140
		Prorated Internal from below	-1	0	-1	-11	-5	-15
	Supermarket (ksf, ITE-850)	24,000 sq.ft.	42	29	71	119	120	239
		Prorated Internal from below	-3	-2	-6	-15	-32	-48
		Passby Rates: AM Peak Hour = 0% and PM Peak Hour = 24%	0	0	0	-25	-21	-46
	Shopping Plaza w/out Supermarket (40-150ksf) (ksf, ITE-821)	116,340 sq.ft.	115	70	185	271	283	554
		Prorated Internal from below	-10	-5	-14	-34	-77	-110
		Passby Rates: 40%	-42	-26	-68	-95	-82	-178

Total External Trips: AM Pk Trips: 1488 PM Pk Trips: 1778
Trip Cap: AM Pk Trip Cap: 1610 PM Pk Trip Cap: 1719

Calculation of Internal Rates from NCHRP 684 (See attached sheets)		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Total Residential Trips	1,917 dwelling units	250	970	1,220	915	504	1,419
	Internal Trips	-5	-11	-16	-106	-46	-152
Total Grocery & Retail Trips	140,340 square feet	157	99	256	390	403	793
	Internal Trips	-13	-7	-20	-49	-109	-158
Total Westphalia Business Center	306,000 square feet	49	12	61	12	49	61
(Only 50% of Trips Assumed for Internal Capture)	Internal Trips	-3	-3	-6	-11	-11	-22

NOTES: Trip Generation Rates obtained from the Transportation Review Guidelines and/or ITE Trip Generation Manual, 12th Edition

Traffic Impact Analysis	Trip Generation Analysis for DSP-02242-01 (WTC Parcels A/B)	**Exhibit 1**
Lenhart Traffic Consulting, Inc.		

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

STATE OF MARYLAND — CHRISTOPHER C. SYSTROM — 43202 — PROFESSIONAL ENGINEER

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THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

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SHA #0A-0000

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-22026-0013
SITE DETAIL SHEET

NOT FOR CONSTRUCTION

ATTRIBUTE

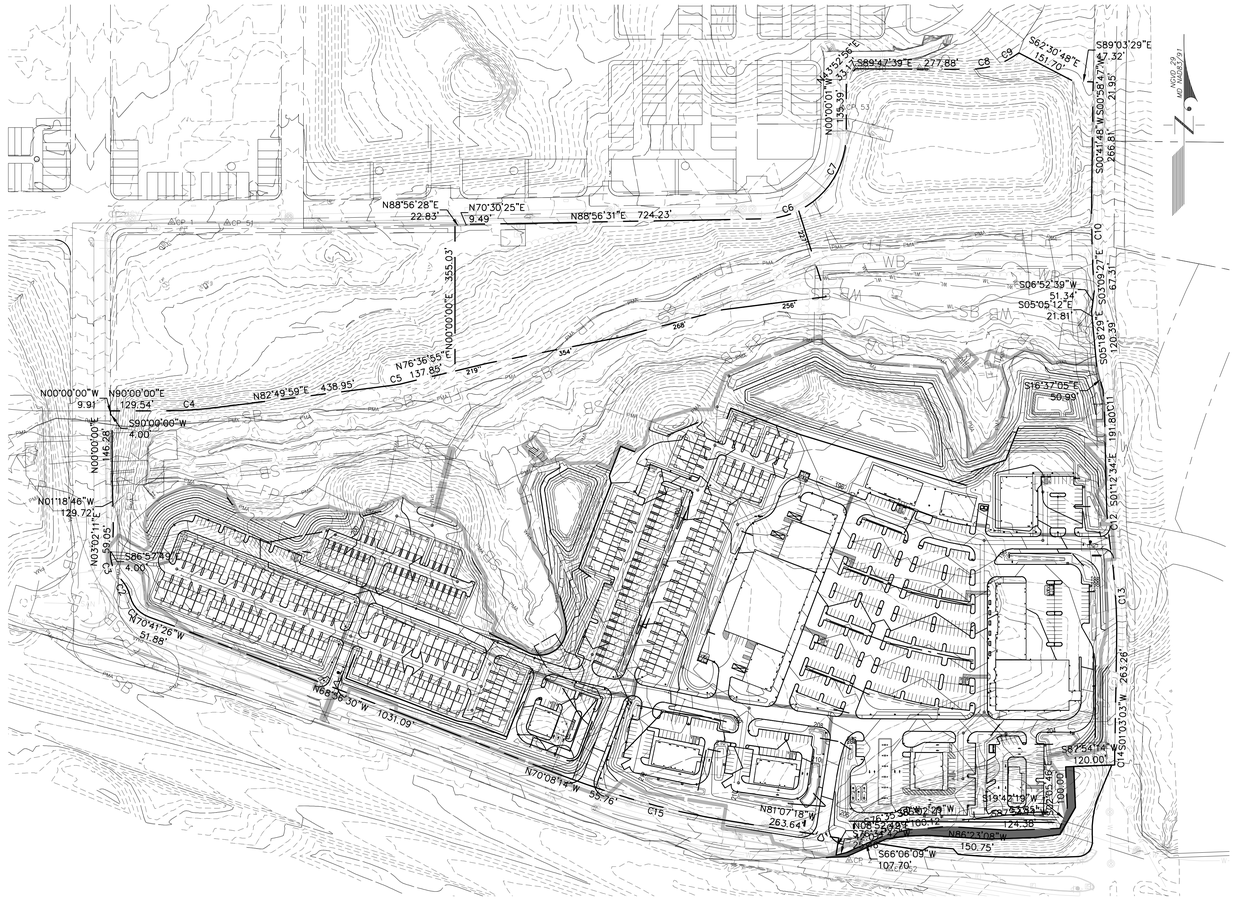
DATE
--
REVISIONS
-
-

DR. HZ CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.012-Z

CONCEPTUAL SITE PLAN
EXHIBIT
FOR PARCELS 31 & WC2

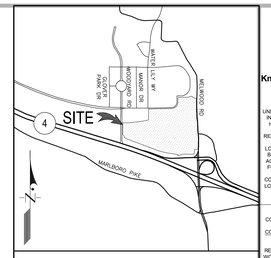
WESTPHALIA TOWN CENTER

ELECTION DISTRICT NO. 15



SITE STATISTICS	
	TOTAL
GROSS TRACT AREA	65.88 AC
EXISTING 100-YEAR FLOODPLAIN	9.92 AC
NET TRACT AREA	55.96 AC
EXISTING WOODLAND IN THE FLOODPLAIN	6.81 AC
EXISTING WOODLAND NET TRACT AREA	6.89 AC
EXISTING WOODLAND TOTAL	13.70 AC
EXISTING PMA	14.02 AC
REGULATED STREAM (LINEAR FEET OF CENTERLINE)	3,216.97 LF

PARCEL AREA SUMMARY				
PARCEL	SQ. FOOTAGE	AREAS	LAND USE DESCRIPTION	DEDICATION
PARCEL WZ	255,256	5.86	SWM	TO BE CONVEYED TO HOA
PARCEL 31	2,614,477	60.02	MIXED USE	PRIVATE
TOTAL	2,869,733	65.88		
NOTES SQUARE FOOTAGE MAY BE ADJUSTED AS SPECIFIC DETAILED SITE PLNS ARE SUBMITTED A LONG AS THE TOTAL SQUARE FOOTAGE LISTED HERE ARE NOT EXCEEDED.				



VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

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ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
TAX MAP 90, GRID 22, PARCEL 31
CONCEPTUAL SITE PLAN
COVER SHEET

NOT FOR CONSTRUCTION

DATE
REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.012-Z

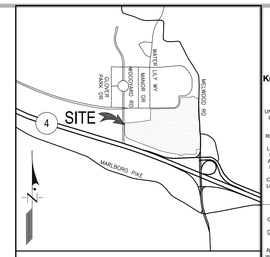
OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

STATE OF MARYLAND MATTHEW C. SCHNEIDER 43200 PROFESSIONAL ENGINEER

CSP-1

767





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

LEGEND

- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING SEWER
- EXISTING WATER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING FLOODPLAIN
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- PRIMARY MANAGEMENT AREA
- REGULATED STREAM (CENTERLINE)
- EXISTING WETLAND
- EXISTING CURB & GUTTER

811
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ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

ATTRIBUTE
WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
SDP-2224-001
CONCEPTUAL SITE PLAN
EXISTING CONDITIONS

DATE

REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.013-Z

NOT FOR CONSTRUCTION

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Diuzen
Ph: 480-586-9224
Email: bdiuzen@walton.com

SCALE IN FEET
0 100 200 300 500

STATE OF MARYLAND
MATTHEW C. SCHNEIDER
43205
PROFESSIONAL ENGINEER

CSP-2

PRESIDENTIAL PARKWAY

PARCEL 25
TO BE DEDICATED
TO PRINCE GEORGES SCHOOL BOARD

WOODYARD ROAD

MELWOOD ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)

WESTPHALIA TOWN CENTER

WOODYARD ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)
P.B. MMB 239, P. 35

N88°56'28"E 22.83'
9.49'
N88°56'31"E 724.23'
N00°00'01"W 355.03'
N00°00'00"E 355.03'
N00°00'00"E 9.9
N90°00'00"E 129.54'
S90°00'00"W 4.00'
N82°49'59"E 438.95'
N76°36'55"E 137.85'
N44°57'39"E 219'
S89°47'39"E 277.88'
S62°30'48"E 151.20'
S89°03'29"E 47.32'
S00°58'47"W 21.95'
S00°41'48"W 266.81'
S03°09'27"E 67.31'
S06°52'39"W 51.34'
S05°05'12"E 21.81'
S05°18'29"E 120.39'
S16°37'05"E 50.99'
S01°12'34"E 191.80'
S01°03'03"W 263.26'
S87°54'14"W 120.00'
S02°05'46"E 190.00'
S19°42'19"W 53.85'
S87°54'14"W 124.38'
N86°23'08"W 150.75'
S06°06'09"W 107.70'
N81°07'18"W 263.64'
N20°08'14"W 55.76'
N68°56'30"W 1031.09'
N70°41'26"W
S86°57'49"E 4.00'
N00°00'00"E 146.28'
N00°00'00"E 59.05'
N00°00'01"W 443.57'
256'
268'
354'
C1
C2
C3
C4
C5
C8
C9
C10
C11
C12
C13
C14
C15
CP 1
CP 51
CP 53
CP 2
CP 52

SITE
MARLBORO PIKE
MELWOOD RD
MELWOOD LN
MELWOOD CT
MELWOOD WAY
MELWOOD DR

VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

LEGEND

- RESIDENTIAL
- COMMERCIAL
- GREEN OPEN SPACE
- MAIN ROAD SYSTEM

Existing Zoning: MXT
Total Site Area : 2,869,733 SF (65.88 Ac.)

RESIDENTIAL UNITS
Town Homes 53 Units
2 Over 2 206 Units
Total: 259 Units

COMMERCIAL
Retail 140,430SF

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
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Ph: 480-586-9224
Email: bdluzen@walton.com

SCALE IN FEET
0 100 200 300 500

CSP-3

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ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

ATTRIBUTE

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-02042(01)

CONCEPTUAL SITE PLAN

DATE

REVISIONS

DR. HZ CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.014-Z

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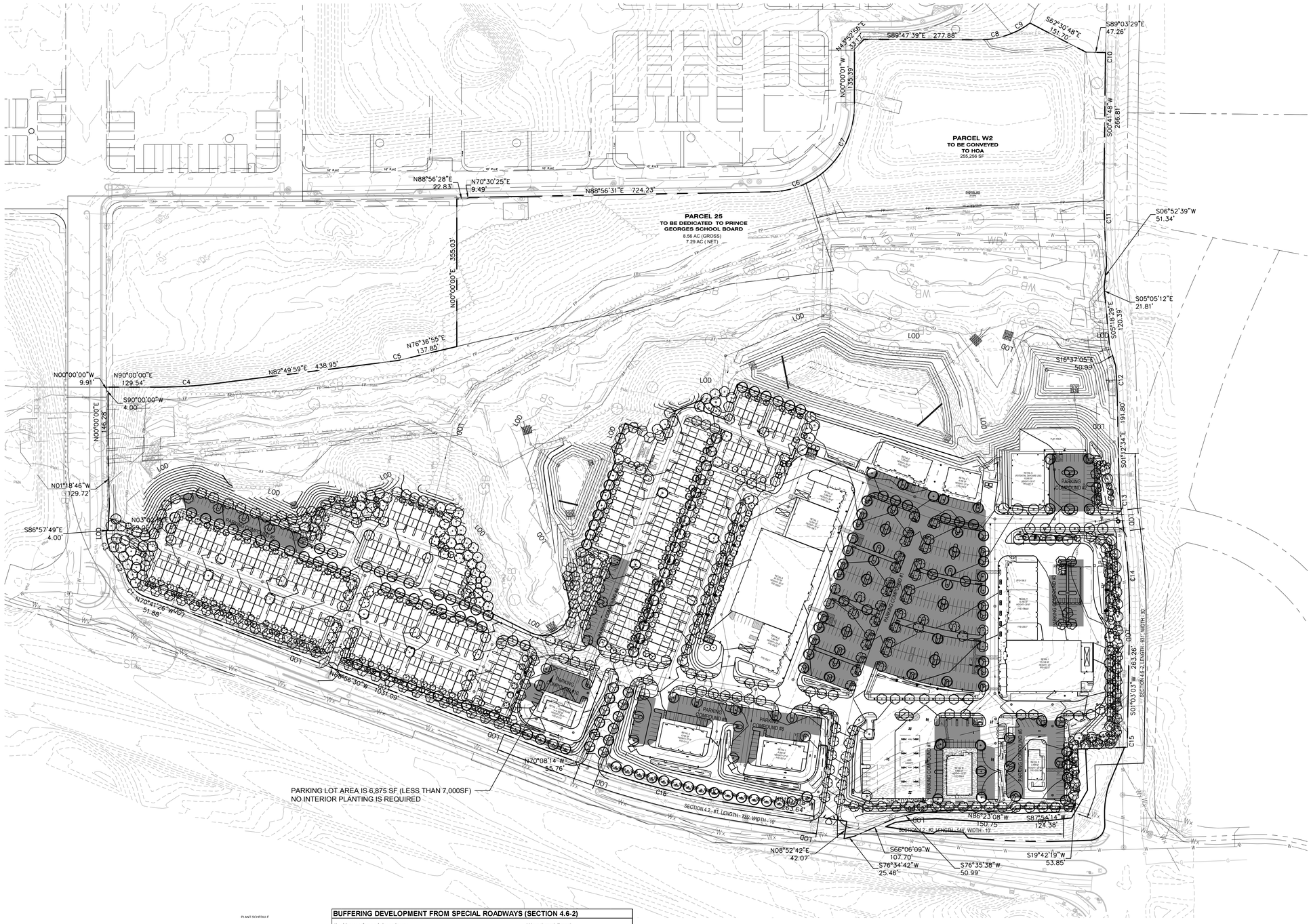
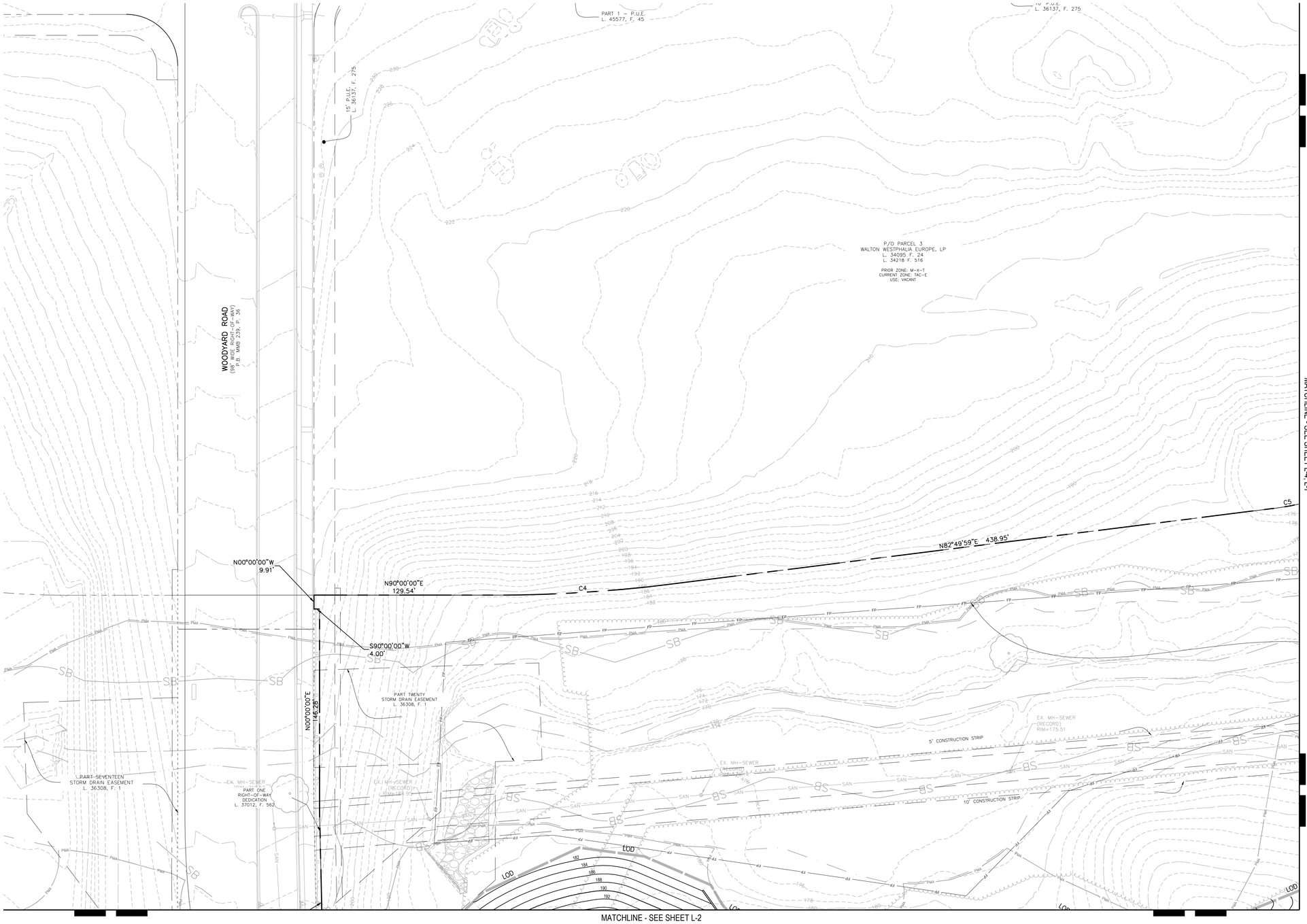
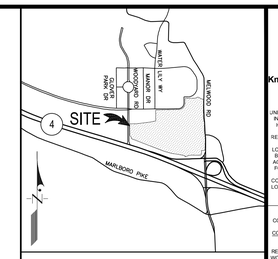
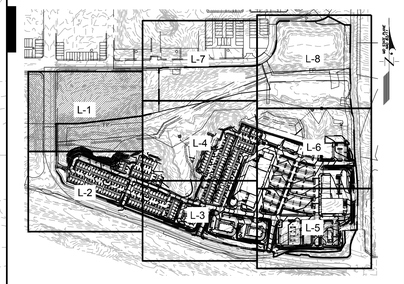

PARCEL W2
TO BE CONVEYED
TO HOA
255,256 SF
PARCEL 25
TO BE DEDICATED TO PRINCE
GEORGES SCHOOL BOARD
8.56 AC (GROSS)
7.29 AC (NET)
N88°56'28"E 22.83'
N70°30'25"E 9.49'
N88°56'31"E 724.23'
N82°49'59"E 438.95'
N76°36'65"E 137.85'
N00°00'00"W 9.91'
N90°00'00"E 129.54'
S90°00'00"W 4.00'
N00°00'00"E 146.28'
N01°18'46"W 129.72'
S86°57'49"E 4.00'
N03°02'11"W 59.06'
N70°41'26"W 51.88'
N88°56'30"W 331.09'
N20°08'14"W 55.76'
N08°52'42"E 42.07'
S66°06'09"W 107.70'
S76°34'42"W 25.46'
S76°35'38"W 50.99'
S19°42'19"W 53.85'
N86°23'08"W 150.75'
S87°54'14"W 124.38'
S50°02'20"E 263.64'
SECTION 4.6-2, #1, LENGTH - 735', WIDTH - 10'
SECTION 4.6-2, #2, LENGTH - 544', WIDTH - 10'
N45°57'56"E 33.11'
N00°00'01"W 155.39'
S89°47'39"E 277.88'
S62°30'48"E 151.70'
S89°03'29"E 47.26'
S00°41'48"W 266.81'
S06°52'39"W 51.34'
S05°05'12"E 21.81'
S05°18'29"E 120.39'
S16°32'05"E 50.39'
S01°12'34"E 191.80'
S01°03'03"W 263.26'
SECTION 4.6-2 LENGTH - 931', WIDTH - 30'
N00°00'00"E 355.03'
N76°36'65"E 137.85'
PARKING COMPOUND #1
PARKING COMPOUND #2
PARKING COMPOUND #3
PARKING COMPOUND #4
PARKING COMPOUND #5
PARKING COMPOUND #6
PARKING COMPOUND #7
PARKING COMPOUND #8
PARKING COMPOUND #9
PARKING COMPOUND #10
PARKING COMPOUND #11
PARKING COMPOUND #12
PARKING COMPOUND #13
PARKING COMPOUND





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PROPOSED FLOW ARROW
- PROPOSED CONCRETE PAVING
- PROPOSED HEAVY DUTY CONCRETE PAVING
- PROPOSED HEAVY DUTY ASPHALT PAVING
- PROPOSED DOOR LOCATIONS
- PROPOSED FIRE HYDRANT
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING WATER
- PROPOSED WATER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING FLOODPLAIN
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- PRIMARY MANAGEMENT AREA
- REGULATED STREAM (CENTERLINE)
- EXISTING WETLAND
- STANDARD PARKING SPACES
- COMPACT PARKING SPACES
- HANDICAPPED PARKING SPACES
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED CHAIN LINK FENCE
- PROPOSED SIGHT TIGHT SCREEN FENCE
- PROPOSED LIGHT POLE
- PROPOSED SPILL GUTTER

THE CONTRACTOR SHALL NOTIFY MISS UTILITY 1-800-257-7777, FORTY-EIGHT (48) HOURS BEFORE STARTING WORK SHOWN ON THESE DRAWINGS.

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MITCHELLVILLE, MD 20721
301.430.2000

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DETAILED SITE PLAN
LANDSCAPE PLAN

NOT FOR CONSTRUCTION

DATE
--
REVISIONS
--

DR. HZ | CH. GS
P.M. BK
JOB 25007033
SHEET NO. 50.002-Z

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Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

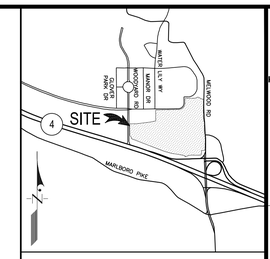
SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND · HEATHER ZUBER · 3506 · LANDSCAPE ARCHITECT · 02/23/2026

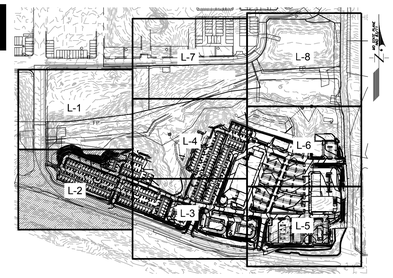
MATCHLINE - SEE SHEET L-1



MATCHLINE - SEE SHEET L-3, L-4



VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PROPOSED FLOW ARROW
- PROPOSED CONCRETE PAVING
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LANDSCAPE PLAN

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SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND · LANDSCAPE ARCHITECT · 3506 · 02/23/2026

L-2

MATCHLINE - SEE SHEET L-4

MATCHLINE - SEE SHEET L-2

MATCHLINE - SEE SHEET L-5, L-6

60' SD EASEMENT

RETAIL J - CHASE BANK
±3,193 SF
HEIGHT= 20'-0"
FFE=211.0'

RETAIL K
6,700 SF
HEIGHT= 27'-8"
FFE=211.0'

RETAIL A
7,464 SF
HEIGHT= 29'-0"
FFE=202.0'

RETAIL L
6,000 SF
HEIGHT= 27'-9"
FFE=207.0'

FFE=202.7'

WOODYARD ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)
P.B. MMB 239, P. 35

MARYLAND ROUTE 4 – PENNSYLVANIA AVENUE
SHA PLATS 20297, 20298, 27732 & 27733

SECTION 4.2 - #1, LENGTH - 735', WIDTH - 10'

N70°08'14"W
55.76

RIGHT-OF-WAY LINE AS SHOWN ON SHA PLAT NO. 27733

P.B. SJH No. 251, P. 16 AREA 1

P.B. SJH No. 251, P. 16 AREA 2

30'W ABANDONED DA459907 (PER RECORD)

30'W 36" WATER DA459907 (PER FIELD)

PRINCE GEORGE'S COUNTY DEDICATED TO P LIBER 36446,

C16

VICINITY MAP

SCALE: 1" = 2000'
WSSC GRID: 207SE09

SITE

MARLBORO PIKE

KEY MAP

NTS

L-1 L-2 L-3 L-4 L-5 L-6 L-7 L-8

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DATE
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REVISIONS
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SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND · 3506 · LANDSCAPE ARCHITECT

DR. HZ | CH. GS
P.M. BK
JOB 25007033
02/23/2026
SHEET NO.
50.004-Z

L-3

MATCHLINE - SEE SHEET L-6

MATCHLINE - SEE SHEET L-3

SECTION 4.6 -2, LENGTH - 931', WIDTH - 30'

SECTION 4.2 - #2, ~~LENGTH~~ - 544', WIDTH - 10'

RETAIL I
23,128 SF
HEIGHT= 27'
FFE=202.0'

FFE=199.55'

FFE=200.7'

RETAIL M
6,390 SF
HEIGHT= 32'-0"
FFE=202.5'

RETAIL N
2,490 SF
HEIGHT= 26'-0"
FFE=205.5'

GAS CANOPY

S85°02'29"W
100.12'

S1°07'18"W
263.64'

S0°03'03"W
263.26'

N86°23'06"W
150.75'

S87°54'14"W
124.38'

N08°52'42"E
42.07'

S66°06'09"W
107.70'

S76°34'42"W
25.46'

S76°35'38"W
50.99'

S19°42'19"W
53.85'

WOODYARD ROAD
(VARIABLE WIDTH, RIGHT-OF-WAY)
P.B. MMB 239, P. 35

MELWOOD ROAD
(VARIABLE WIDTH, RIGHT-OF-WAY)

RIGHT-OF-WAY LINE OF THROUGH HIGHWAY AS SHOWN ON SHA PLAT NO. 27732

RIGHT-OF-WAY LINE OF THROUGH HIGHWAY AS SHOWN ON SHA PLAT NO. 20310

CONVEYANCE AREA PER SHA PLAT NO. 62572

SHA PLAT NO. 62572

PRINCE GEORGE'S COUNTY TEMPORARY ACCESS ROAD EASEMENT L. 36858 F. 255

WSSC EASEMENT LIBER 5321 FOLIO 424

LIBER WW 2954 FOLIO 175

EX. 30"W DA4599C07 (PER RECORD)

EX. 30"W DA4599C07 (PER RECORD)

BIO-SWALE #1

BIO-SWALE #2

MASONRY WALL

SIDEWALK

STANDARD USE FIELD

AREA 4
P.B. SJH NO. 251, P. 16

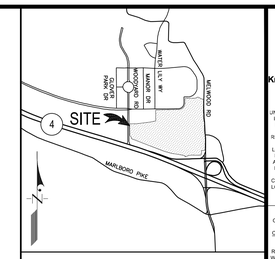
OP 3

ACP 2

COUNTY, MD PUBLIC USE FOLIO 176

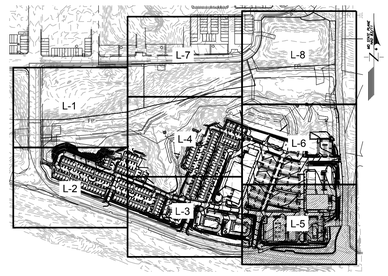
VICINITY MAP

SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP

NTS



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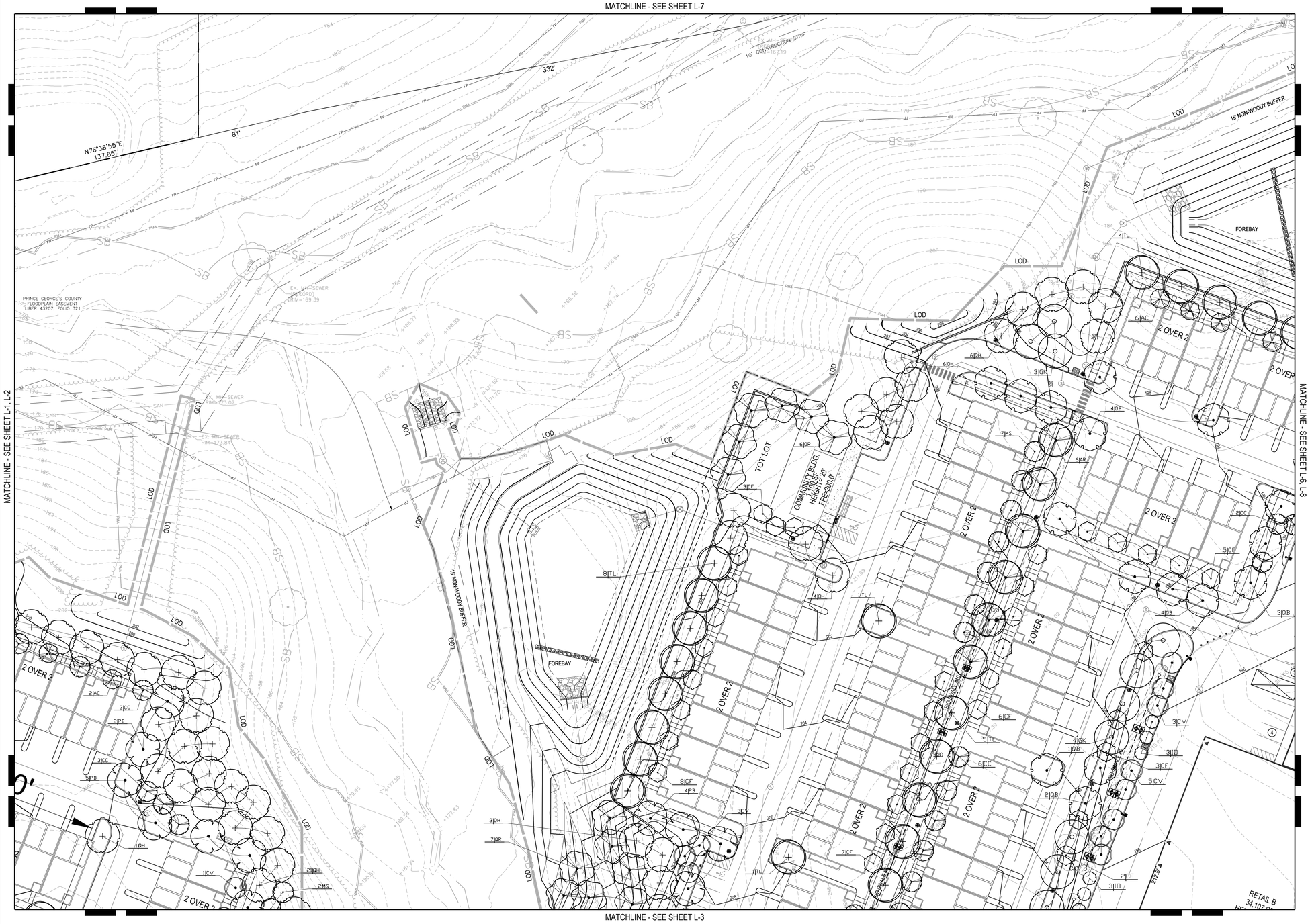
SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND — GEORGE SCHNEIDER — 3506 — LANDSCAPE ARCHITECT — 02/23/2026

L-5

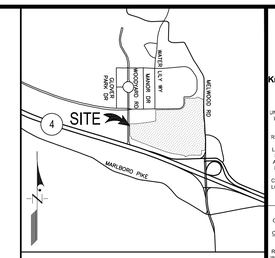
MATCHLINE - SEE SHEET L-7



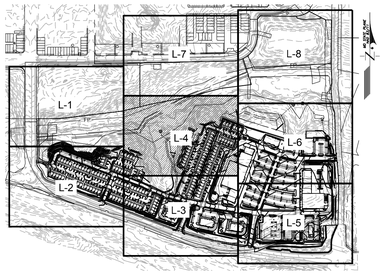
MATCHLINE - SEE SHEET L-1, L-2

MATCHLINE - SEE SHEET L-6, L-8

MATCHLINE - SEE SHEET L-3



VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



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SCALE IN FEET
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STATE OF MARYLAND 3506 LANDSCAPE ARCHITECT 02/23/2026

L-4

MATCHLINE - SEE SHEET L-8

MATCHLINE - SEE SHEET L-3, L-4

MATCHLINE - SEE SHEET L-5

15' NON-WOODY BUFFER

LOD

FOREBAY

PLAY AREA

RETAIL E
7,479 SF
HEIGHT= 30'-0"
FFE=193.0'

RETAIL F
4,792 SF
HEIGHT= 27'-6"
FFE=193.5'

RETAIL G
(POTENTIAL DAYCARE USE)
10,000 SF
HEIGHT= 35'-0"
FFE=201.0'

RETAIL D
3,988 SF
HEIGHT= 30'-0"
FFE=195.5'

RETAIL C
10,091 SF
HEIGHT= 30'-0"
FFE=196.7'

RETAIL H
13,785 SF
HEIGHT= 29'-8"
FFE=198.5'

SCOPE EASEMENT
L. 3553 F. 4482
L. 3553 F. 981

S16°37'05"E
50.99'

S01°12'34"E 191.80'

MELWOOD ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

WOODYARD ROAD EXTENDED
(A VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)
P.B. VJ 171, P. 100

30'x65' WSSC WATER EASEMENT

PART OF LINE WSSC EASEMENT L. 36452

M-BIO #1 thru #5

M-BIO #14

M-BIO #22

SWM FACILITY

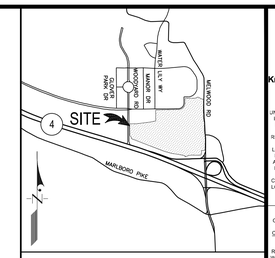
2|TC, 2|CC, 3|ID, 5|GK, 5|TL, 4|TL, 8|AR, 3|AR, 2|AR, 18|PB, 7|OD, 9|GK, 4|GK, 6|AR, 5|VD, 5|CH, 4|QR, 2|QR, 4|CC, 6|CP, 5|SO, 2|GK, 5|CP, 4|ID, 1|GK, 10|PL, 10|CH, 2|ID, 12|CH

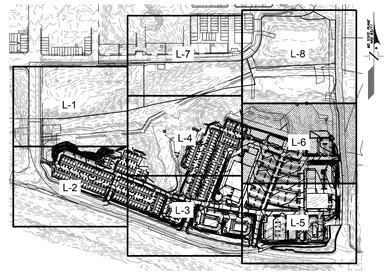
C12, C13, C14

LOD C3

VICINITY MAP

SCALE: 1" = 2000'
WSSC GRID: 207SE09





KEY MAP
NTS

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PROPOSED FLOW ARROW
- PROPOSED CONCRETE PAVING
- PROPOSED HEAVY DUTY CONCRETE PAVING
- PROPOSED HEAVY DUTY ASPHALT PAVING
- PROPOSED DOOR LOCATIONS
- PROPOSED FIRE HYDRANT
- EXISTING SEWER
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- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
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ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
PRELIMINARY PLAN
DETAILED SITE PLAN
LANDSCAPE PLAN

NOT FOR CONSTRUCTION

DATE
--
REVISIONS
-
-

DR. HZ | CH. GS
P.M. BK
JOB 25007033
SHEET NO.
50.007-Z

SUBTITLE 32, DIVISION 2 CERTIFICATION

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48 hrs Before Excavation

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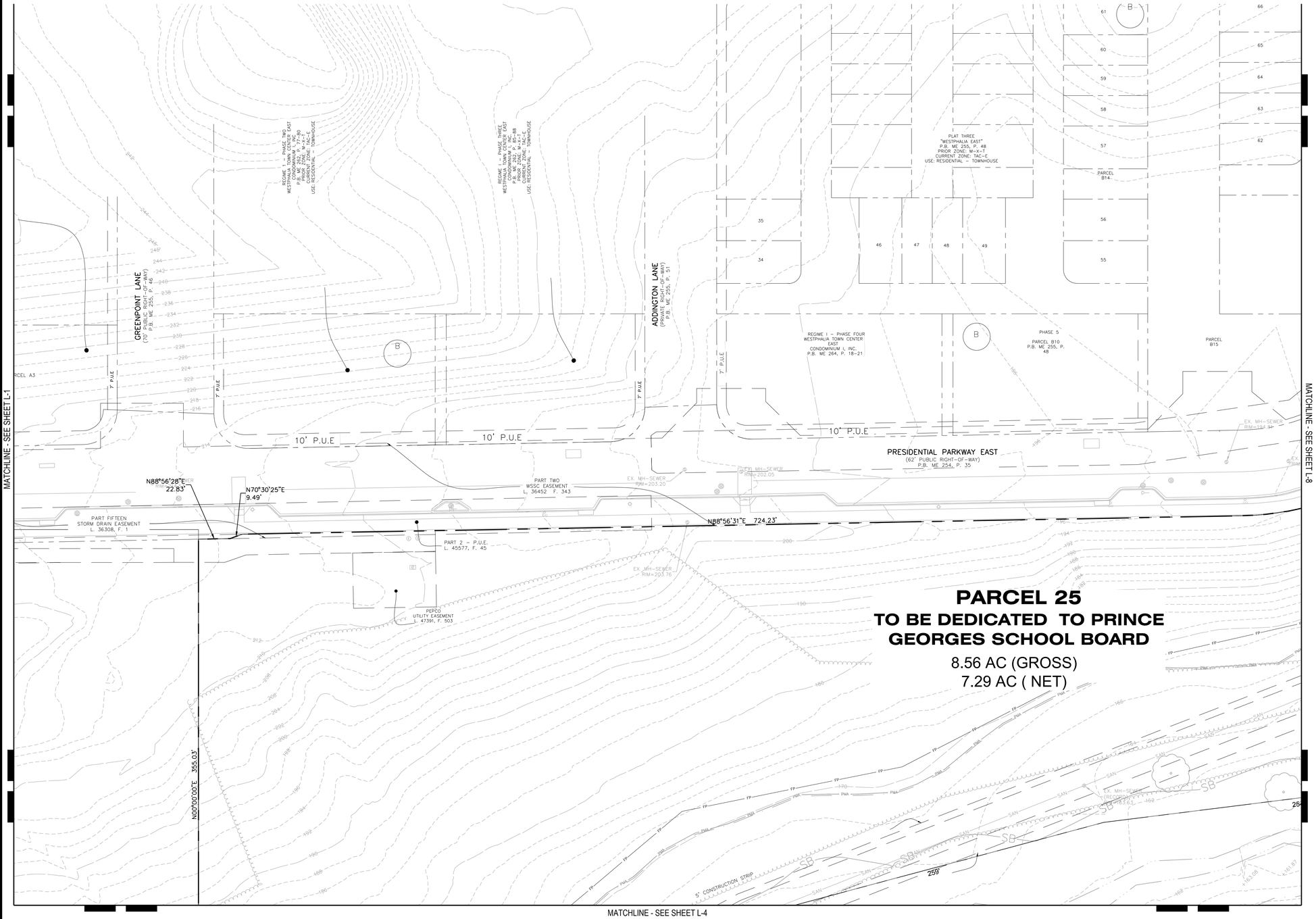
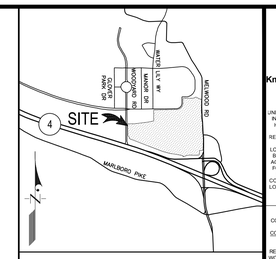
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

SCALE IN FEET
0 30 60 90 150

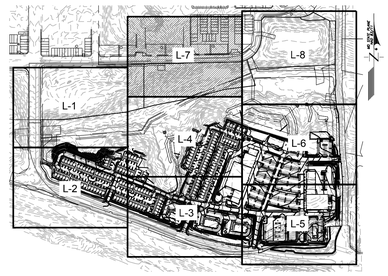
STATE OF MARYLAND
HUI ZENG LI
25006
LANDSCAPE ARCHITECT
02/23/2026

L-6





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



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SCALE IN FEET
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STATE OF MARYLAND · HUI TING · 3506 · LANDSCAPE ARCHITECT · 02/23/2026

L-7

HILL WAY
(RIGHT-OF-WAY)
255, P. 51

EX. MH-SEWER
RIM=198.02

EX. MH-SEWER
RIM=198.07

PARCEL D1

SPRINKLER HEAD

S89°47'39"E 277.88'

C8

C9

S62°30'48"E
151.70'

S89°03'29"E
47.26'

C10

N45°57'56"E
35.17'

EX. MH-SEWER
RIM=196.81

67

68

69

70

71

N00°00'01"W
135.39'

PEPCO
UTILITY EASEMENT
L. 47901, F. 147

PARCEL
B16

EX. MH-SEWER
RIM=192.47

PRINCE GEORGE'S COUNTY
STORMWATER MANAGEMENT
EASEMENT
L. 35668, F. 107

PART SIXTEEN STORM
DRAIN EASEMENT
L. 36308, F. 001

PARCEL W2
TO BE CONVEYED TO HOA
255,256 SF

EX. MH-SEWER
RIM=192.47

EX. MH-SEWER
RIM=194.09

MH-SEWER
194.03

C7

C6

22.1'

MATCHLINE - SEE SHEET L-7

S00°41'48"W
266.81'

MELWOOD ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

15' CONSTRUCTION STRIP

N87°25'09"E 635.09'

N77°10'27"E 57.80'

EX. MH-SEWER
RIM=162.76

EX. MH-SEWER
(RECORD)
RIM=162.06

EX. MH-SEWER
(RECORD)
RIM=160.82

PART ONE
WSSC EASEMENT
L. 36452, F. 343

12" WATER DA4599A07
(PER RECORD)

5' CONSTRUCTION STRIP

PRINCE GEORGE'S COUNTY
FLOODPLAIN EASEMENT
LIBER 43207, FOLIO 321

S06°52'39"W
51.34'

EX. MH-SEWER
RIM=154.40

PARCEL H
"MELLWOOD PARK"
P.B. WJ 172, P. 3

MNCPPC
L. 10043 F. 191

PRIOR ZONE: R-O-S
CURRENT ZONE: ROS
USE: PARKS AND OPEN SPACE

SLOPE EASEMENT
L. 3553 F. 446
L. 3558 F. 981

S05°05'12"E
21.81'

DRAINAGE EASEMENT
L. 3553 F. 446
L. 3558 F. 981

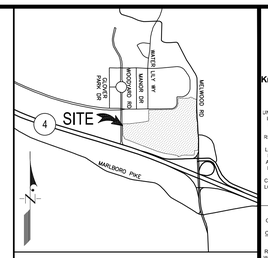
S05°18'29"E
120.39'

CONSTRUCTION EASEMENT
L. 3553 F. 446
L. 3558 F. 981

EX. MH-SEWER
RIM=172.11

LOD

MATCHLINE - SEE SHEET L-6



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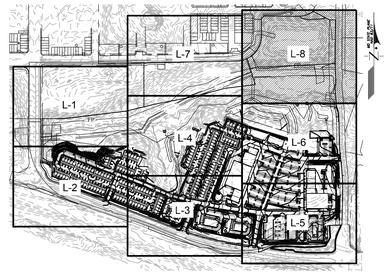

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SCALE IN FEET
0 30 60 90 150

STATE OF MARYLAND · GREGORY SCOTT · 2506 · LANDSCAPE ARCHITECT · 02/23/2026

L-8

PLANT SCHEDULE

CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	ROOT	NATIVE
SHADE TREES						
AR	82	Acer rubrum `Red Sunset` / Red Sunset Maple	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
GK	71	Gymnocladus dioica / Kentucky Coffee Tree	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
PB	103	Platanus x acerifolia `Bloodgood` / London Plane Tree	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
QB	77	Quercus bicolor / Swamp White Oak	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
QH	105	Quercus phellos / Willow Oak	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
QR	101	Quercus rubra / Red Oak	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
TL	103	Tilia americana / American Linden	2 1/2 - 3" Cal.	As Shown	B&B	NATIVE
EVERGREEN TREES						
IO	33	Ilex opaca / American Holly	6 - 8` Ht.	As Shown	B&B	NATIVE
PL	41	Pinus taeda / Loblolly Pine	6 - 8` Ht.	As Shown	B&B	NATIVE
ORNAMENTAL TREES						
AC	46	Amelanchier canadensis / Shadblow Serviceberry	1 1/2 - 2" Cal.	As Shown	B&B/Cont.	NATIVE
CC	43	Cercis canadensis / Eastern Redbud	1 1/2 - 2" Cal.	As Shown	B&B/Cont.	NATIVE
CF	52	Cornus florida / Flowering Dogwood	1 1/2 - 2" Cal.	As Shown	B&B/Cont.	NATIVE
CP	48	Crataegus phaenopyrum / Washington Hawthorn	1 1/2 - 2" Cal.	As Shown	B&B/Cont.	NATIVE
CV	41	Chionanthus virginicus / White Fringetree	1 1/2 - 2" Cal.	As Shown	B&B/Cont.	NATIVE
MS	31	Magnolia virginiana / Sweetbay Magnolia	1 1/2 - 2" Cal.	As Shown	B&B/Cont.	NATIVE

CODE	QTY	BOTANICAL / COMMON NAME	SIZE	SPACING	ROOT
SHRUBS					
AA	78	Aronia arbutifolia / Red Chokeberry	18 - 24" Ht.	4` O.C.	Cont.
CH	72	Clethra alnifolia `Hummingbird` / Summersweet	30" - 36" Ht.	4` O.C.	Cont.
HQ	73	Hydrangea quercifolia / Oakleaf Hydrangea	18 - 24" Ht.	4` O.C.	Cont.
IG	126	Ilex glabra `Shamrock` / Inkberry	18 - 24" Ht.	4` O.C.	Cont.
KL	59	Kalmia latifolia / Mountain Laurel	18 - 24" Ht.	4` O.C.	Cont.
VD	115	Viburnum dentatum / Viburnum	18 - 24" Ht.	4` O.C.	Cont.

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name: Westphalia Town Center	**TCP2#: 039-2023-1**	**DRD Case #:**	**Area (acres)**
Site Calculations:	**Zone 1:**	M-X-T	65.88
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		65.88

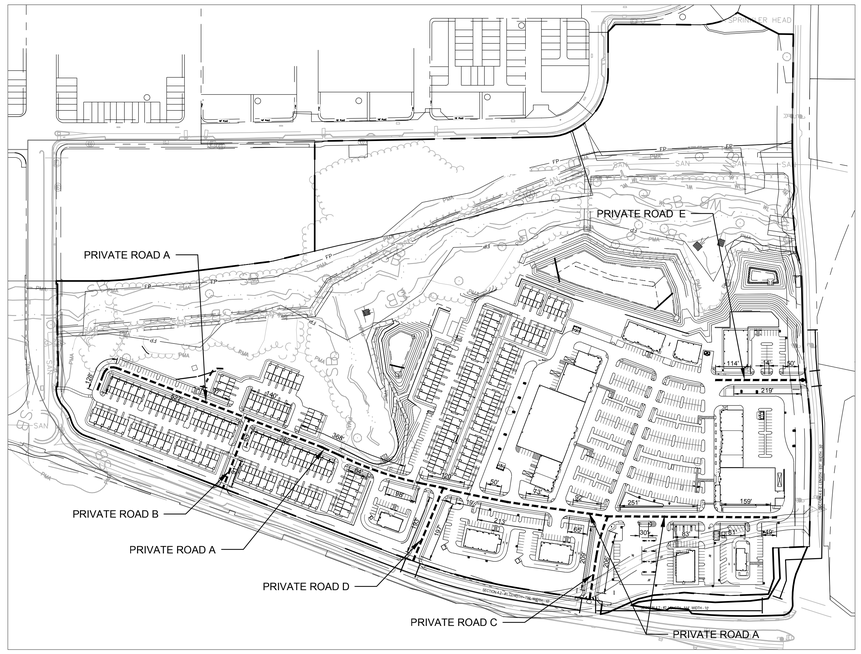
Total Acres (gross acres)	**% of TCC required**	**TCC Required (Acres)**	**TCC Required in (SF)**
65.88	**10.0%**	6.588	286973
A. TOTAL ON-SITE WC PROVIDED (acres) =	**7.85** acres		341946
B. TOTAL AREA EXISTING TREES (non-WC acres) =	**0.00** acres		0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			173275
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			515221
E. TOTAL SQUARE FOOTAGE REQUIRED =			286973
			Requirement Satisfied

Credit Categories for Landscape Trees	**TCC Credit per Tree Based on Size at Planting (SF)**	**Number of Trees**	**TCC Credit (SF)**
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4" = 75**	261	19575
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**	642	144450
	3 - 3 1/2" = 250		0
	6 - 8' = 40		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**8 - 10' = 50**		0
	10 - 12' = 75		0
	6 - 8' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**8 - 10' = 100**		0
	10 - 12' = 125		0
	6 - 8' = 125	74	9250
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**8 - 10' = 150**		0
	10 - 12' = 175		0
	6 - 8' = 150		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**8 - 10' = 200**		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		977	173275

(Manually enter information/figures into shaded areas)

Hui Zeng — **Prepared by**

8/26/2026 — **Date**



KEY PALN
SCALE: NTS

STREET TREES ALONG PRIVATE STREETS (SECTION 4.10-1)

	Total Street Length (Both Sides)	Private Road A (2,861 LF)	Private Road B (308 LF)	Private Road C (415 LF)	Private Road D (390 LF)	Private Road E (397LF)
1)	Number of street trees required (1 tree per 35 linear feet of frontage excluding driveway openings):	82	9	12	12	12
2)	Number of street trees provided:	82	12	12	12	12

3) If ornamental trees are used, are they spaced on average 30 feet on center? (Ornamental trees may only be used where overhead wires prohibit the planting of shade trees.) — x yes ____ no

4) Are street trees located a minimum of 35 feet from the point of curvature of an intersection? — x yes ____ no

5) Are street trees located a minimum of 10 feet from the point of curvature of a residential driveway? — x yes ____ no

6) Are street trees located a minimum of 20 feet from the point of curvature of commercial driveway entrances? — x yes ____ no

7) Are street trees located between the sidewalk and face of curb in a space no less than 5 feet wide? — x yes ____ no

8) Are street trees located a minimum of 15 feet from street light poles? — x yes ____ no

9) Are street trees located a minimum of 10 feet from water meters? — x yes ____ no

10) Are street trees located a minimum of 10 feet from storm drain inlets, hydrants, or manholes? — x yes ____ no

11) Area of soil surface required (minimum of 150 square feet for isolated trees and a minimum of 120 square feet for continuous landscape strips): — 120 square feet

12) Minimum area of soil surface provided: — 120 square feet

SUSTAINABLE LANDSCAPING REQUIREMENTS (SECTION 4.9-1)

1) Percentage of native plant material required in each category:

Shade Trees:	total **642** x 50% = **321** total number required			
	total number provided **642** = **100.0** % native			
Ornamental Trees:	total **261** x 50% = **131** total number required			
	total number provided **261** = **100.0** % native			
Evergreen Trees:	total **74** x 30% = **23** total number required			
	total number provided **74** = **100.0** % native			
Shrubs:	total **523** x 30% = **157** total number required			
	total number provided **523** = **100.0** % native			

2) Are invasive species proposed? ____ yes **X** no

3) Are existing invasive species on-site in areas that are to remain undisturbed used in the fulfilment of landscape manual requirements? ____ yes **X** no

4) If "yes" is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with section 1.5, Certification of Installation of Plant Materials? **N/A** yes ____ no

5) Are trees proposed to be planted on slopes greater than 3:1? ____ yes **X** no

INTERIOR PLANTING FOR PARKING COMPOUND #1 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**170,780** square feet	
2)	Interior landscaped area required: **15%**	**25,617** square feet	
3)	Interior landscaped area provided: **15.64%**	**26,704** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**90** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**90** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #2 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**14,787** square feet	
2)	Interior landscaped area required: **8%**	**1,183** square feet	
3)	Interior landscaped area provided: **9.76%**	**1,443** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**5** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**6** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #3 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**11,744** square feet	
2)	Interior landscaped area required: **8%**	**940** square feet	
3)	Interior landscaped area provided: **12.58%**	**1,477** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**5** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**5** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #4 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**9,153** square feet	
2)	Interior landscaped area required: **8%**	**732** square feet	
3)	Interior landscaped area provided: **8.25%**	**755** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**3** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**3** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #5 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**12,724** square feet	
2)	Interior landscaped area required: **8%**	**1,018** square feet	
3)	Interior landscaped area provided: **8.03%**	**1,022** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**4** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**4** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #6 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**17,349** square feet	
2)	Interior landscaped area required: **8%**	**1,388** square feet	
3)	Interior landscaped area provided: **8.21%**	**1,425** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**5** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**4** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #7 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**18,100** square feet	
2)	Interior landscaped area required: **8%**	**1,448** square feet	
3)	Interior landscaped area provided: **8.01%**	**1,450** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**5** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**5** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #8 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**16,650** square feet	
2)	Interior landscaped area required: **8%**	**1,332** square feet	
3)	Interior landscaped area provided: **8.75%**	**1,457** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**5** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**5** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #9 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**15,249** square feet	
2)	Interior landscaped area required: **8%**	**1,220** square feet	
3)	Interior landscaped area provided: **8.60%**	**1,312** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**5** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**5** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

INTERIOR PLANTING FOR PARKING COMPOUND #10 (Section 4.3-2)

1)	Parking Lot Area (see Figure 4.3-7):	**9,143** square feet	
2)	Interior landscaped area required: **8%**	**731** square feet	
3)	Interior landscaped area provided: **8.52%**	**779** square feet	
4)	Minimum number of shade trees required:		
	(1 per 300 square feet of interior planting area provided)	**3** shade trees	
	or		
	(1 per 200 square feet of interior planting area provided)	**N/A** shade trees	
5)	Number of shade trees provided:	**3** shade trees	
6)	Is a minimum of 160 square feet of contiguous pervious land are provided per shade tree?	**X** yes ____ no	
7)	Is there a planting island on average every 10 spaces?	**X** yes ____ no	
8)	Is a curb or wheel stop provided for all parking spaces abutting a planting or pedestrian area?	**X** yes ____ no	
9)	Are planting islands that are either parallel or perpendicular to parking spaces on both sides a minimum of 9 feet wide?	**X** ____	
10)	Is a planting island that is perpendicular to parking spaces on one side a minimum of 6 feet wide?	**X** yes ____ no	
11)	For parking lots 50,000 square feet or larger:		
	a) Is there a 9-foot-wide planting island perpendicular to parking for every 2 bays?	**X** yes ____ no	
	or		
	b) Is the number of shade trees required increased? (1 per 200 square feet of interior planting area provided)	____ yes **X** no	

PLANTING SPECIFICATIONS

I. GENERAL

A. Scope: The Landscape Contractor shall provide all labor,materials, and equipment necessary to complete the work shown on the drawings and described in the specifications. The Landscape Contractor shall verify all quantities of plant material shown on the plan and in the plant list. In the event of a discrepancy between the quantities shown on the plan and in the plant list, the plan shall govern. Immediately inform the Landscape Architect of any such discrepancy before delivering or installing any plant material.

B. Utilities: The Landscape Contractor shall notify Miss Utility (1-800-257-7777) to verify the location of all main utilities and shall ask the General Contractor to locate lighting and other on-site utilities in the field before proceeding with the installation of any planting. If conditions arise in the field which necessitate the shifting of a plant location more than 10', the Landscape Architect is to be consulted.

C. Substitutions: Any change in the type, size and quality of plant material must be approved by the Landscape Architect prior to installation.

D. Quality Standards: All plant material must be nursery grown and meet all of the qualitative criteria established by the current issue of the American Standard for Nursery Stock specifications published by the American Nursery & Landscape Association.

Furthermore, all plant material must exhibit a full, symmetrical habit of growth that is characteristic of quality grown nursery stock. Any plant material exhibiting a spindly or top-sided habit or any other feature that detracts from its health or appearance, will be rejected.

E. Dug Material: All dug plant material shall have been dug before bud break or after leaf maturation. Any plant material exhibiting drooping new growth within two (2) weeks of being planted will be rejected and must be removed from the job.

Balled and burlapped plants shall be dug with firm natural balls of earth.

Anti-desiccants shall be applied on all material dug while in foliage.

F. Poor Drainage: No plants shall be planted in situations that show obvious poor drainage. Such situations shall immediately be brought to the attention of the Landscape Architect and Owner, and if they deem necessary, the plants shall be relocated or the contract shall be adjusted to allow for drainage correction at a negotiated cost.

G. Site Preparation: It shall be the General Contractor's responsibility to present "clean" soil conditions to the Landscape Contractor prior to any landscape installation. "Clean" soil may include on-site soil but must be free of pavement materials, muck, root systems, petroleum or other chemical substances, blue stone, construction debris and other materials larger than 4" in diameter. The "clean" soil shall extend to the following minimum depths: 18" where trees are proposed, 12" where shrubs are proposed and 4" where lawn is proposed. If the Landscape Contractor encounters any areas to be deficient regarding these "clean" soil specifications, he shall report this condition to the Landscape Architect and Owner prior to planting in those areas.

H. Workmanship: During planting, all areas shall be kept neat and clean, and all reasonable precautions shall be taken to avoid damage to existing plants, turf and structures. Upon completion, all debris and waste material resulting from planting operations shall be removed from the project and the area cleaned up. Any damaged areas shall be restored to their original condition.

I. Water: If available on-site, the Owner shall supply water at no cost. It will be the Landscape Contractor's responsibility to supply water if there is none on the site.

J. Guarantee: All plant material shall be guaranteed for a period of one (1)year. It is the Landscape Contractor's responsibility to assure that all plant material be maintained in a healthy condition during this period.

The Landscape Contractor shall replace within 30 days of notice any and all plant material that declines to less than 75% of its original planted condition due to cultural reasons. The Landscape Contractor shall not be responsible for replacing plants for cultural reasons after the first instance of decline. If decline for cultural reasons occurs a second time, the Landscape Architect shall be notified and an alternative planting remedy will be negotiated at an extra cost to the owner.

The Landscape Contractor shall not be held responsible for any plant losses due to mechanical injury, theft or vandalism after the job is accepted by the owner.

II. PLANTING PROCEDURES

A. Planting Beds: With the exception of those trees shown on the plan as individuals, all plants are to be planted into prepared planting beds which are designated on the plan with dashed outlines. The outline of each bed shall be spade dug to be a smooth, continuous sharp-cut edge. The entire area within the outline of the bed shall be thoroughly loosened to a depth of 6-8" by picking or other means and all materials unsuitable for plant growth and all rocks and debris greater than 4" diameter are to be removed. Topsoil (that meets the qualitative description of the Maryland State Highway Administration's Materials Specification 920.02 Natural Topsoil) shall be applied over the loosened subsoil to a minimum depth of 6", creating a slightly raised planting bed in relation to the surrounding area.

B. Tree Planting

1. Preparing tree pit: The walls of the tree pit shall be dug so that they are vertical and scarified. The diameter of the pit shall be a total of 24" wider than the ball diameter. Care should be taken not to excavate the tree pit below a depth that allows 2" of the ball to be above finished grade. If the pit is dug too deep, then the bottom of the pit must be firmly tamped (to prevent settlement).
2. Placing Tree in Pit: Place the tree in the pit either by lifting and carrying the tree by its ball (never lift by branches or trunk) and then lowering it into the pit.

   Set the tree straight and in the center of the pit with the most desirable side of the tree facing toward the prominent view (sidewalk, building, street, etc.).
3. Backfilling Tree Pit: Backfill the tree pit with a mixture of 2/3 original excavated material amended with 1/3 topsoil (as specified in II.A. above).(This step will have been partially completed if the tree is planted into a prepared bed as described above.)

   Backfill sides of tree pit halfway with soil mixture and tamp before adding more backfill. Cut rope or wire on ball of tree and pull burlap back to the edge of the tree ball. Remove all plastic wraps and twine.

   Finish backfilling sides of tree pit and tamp firmly. Never cover top of root ball with soil.

   Form a saucer above existing grade and around the outer rim of the tree pit. Mulch top of root ball and saucer with 2-4 inches of mulch to a depth of 2" to 3".

   Water thoroughly on the interior of the tree saucer until it is filled, even if it is raining. A second watering may be necessary to insure saturation of root ball. Prune out any dead or broken branches.
4. Tree bracing: All trees less than 2" cal. are to be braced with two (2) 6' hardwood stakes 180 degrees apart. All trees 2" cal. or larger are to be braced with three (3) guy wires and ground stakes spaced evenly apart (120 degrees) in a circle (see details on plan for additional information). Staking and guying shall be completed within 48 hours of planting the tree.

C. Shrub Planting:

1. Preparing Shrub Pit: The walls of the shrub pit shall be dug so that they are vertical and scarified. The diameter of the pit shall be a total of 12" wider than the ball diameter. The depth of the pit shall be at an elevation that allows 2" of the ball to be above finished grade, after the bottom of the pit has been firmly tamped (to prevent settlement).
2. Placing Shrub in Pit: Container grown material shall have the container removed and the outside of the root ball examined for the presence of encircling roots. If present, these roots should be severed with a sharp knife and loosened from the earth ball by means of pulling them out slightly by hand prior to planting. Place the shrub in the pit either by lifting or carrying the shrub by its root ball (never lift by branches) and then lowering it into the pit.

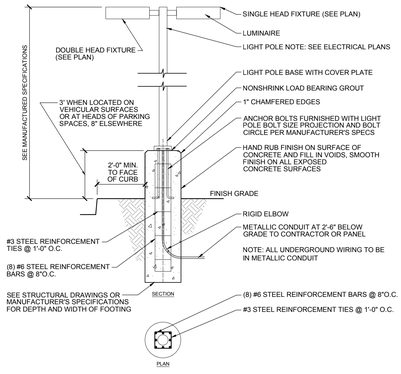
   Set the shrub straight and in the center of the pit with the most desirable side of the shrub facing toward the prominent view (sidewalk, building, street, etc.).
3. Backfilling Shrub Pit: Backfill the shrub pit halfway with soil mixture and tamp before adding more backfill. Cut rope or wire on ball of shrub and pull burlap (if B&B) back to the edge of the root ball. Remove all plastic wraps and twine.

   Finish backfilling sides of pit and tamp firmly. Never cover top of root ball with soil. Form a saucer above existing grade and around the outer rim of the shrub pit. Mulch top of root ball, saucer, and the entire planting bed within 48 hours to a depth of 2" to 3".

   Water thoroughly on the interior of the shrub saucer until it is filled, even if it is raining. A second watering may be necessary to insure saturation of root ball. Prune out any dead branches.

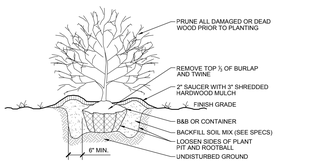
D. Seeding & Sodding

All disturbed areas not covered by buildings, pavements and planting areas are to be established in a lawn of turf-type Tall Fescue either by seed or sod, or combination, depending on the time of year, availability of materials and Owner's preference.



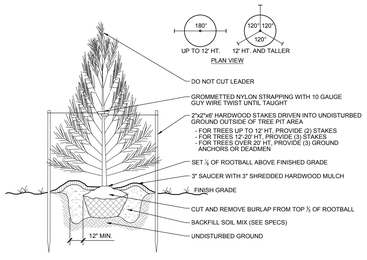
NOTE: ALL LIGHT FIXTURES TO INCLUDE FILL CUT-OFF OPTICS. SEE PHOTOMETRIC PLAN FOR LIGHT FIXTURE DETAILS AND INFORMATION.

LIGHT POLE FOUNDATION DETAIL
NTS

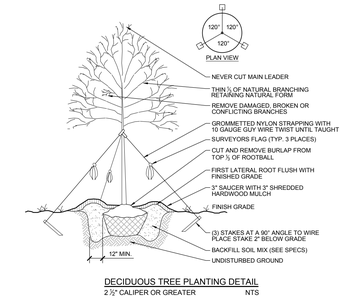


NOTE: FOR DECIDUOUS OR EVERGREEN SHRUBS

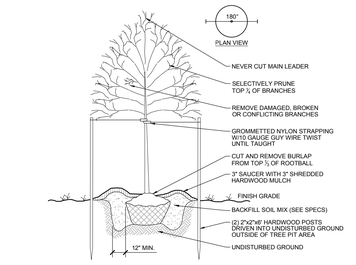
SHRUB PLANTING DETAIL
NTS



EVERGREEN TREE PLANTING DETAIL
NTS



DECIDUOUS TREE PLANTING DETAIL
2 ½" CALIPER OR GREATER NTS


180°
PLA

Luminaire Schedule									
Symbol		Qty	Label	Arrangement	Description	Mounting Height	LLF	Arr. Lum. Lumens	Arr. Watts	BUG Rating
		68	P1A	Single	MPP-LED-10L-SIL-FT-40-70CRI	14'	0.950	10817	67	B2-U3-G2
		11	P1B	Single	MPP-LED-10L-SIL-5W-40-70CRI	14'	0.950	10557	67	B3-U3-G2
		46	P2A	Single	MRS-LED-09L-SIL-3-40-70CRI	20'	0.950	9642	63	B2-U0-G2
		24	P2C	D180°	MRS-LED-09L-SIL-5W-40-70CRI	20'	0.950	18236	126	B3-U0-G2
		18	P2D	Single	MRS-LED-09L-SIL-4-40-70CRI	20'	0.950	9778	63	B2-U0-G3
	G	11	P3	Single	XWS-LED-05L-SIL-3-40-70CRI	14'	0.950	5179	35	B1-U0-G1
	C	12	P4	Single	XWS-LED-03L-SIL-3-40-70CRI	14'	0.950	3077	19	B1-U0-G1



Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
ALL CALCS AT GRADE-15'X15'	Illuminance	Fc	1.12	9.0	0.0	N.A.	N.A.	0
ZONE 01	Illuminance	Fc	2.53	7.0	0.1	25.30	70.00	
ZONE 02	Illuminance	Fc	2.42	5.9	0.4	6.05	14.75	
ZONE 03	Illuminance	Fc	2.20	6.6	0.1	22.00	66.00	
ZONE 04	Illuminance	Fc	2.84	6.3	0.2	14.20	31.50	
ZONE 05	Illuminance	Fc	1.99	5.6	0.2	9.95	28.00	
ZONE 06	Illuminance	Fc	1.02	3.9	0.0	N.A.	N.A.	
ZONE 07	Illuminance	Fc	1.05	3.5	0.0	N.A.	N.A.	
ZONE 08	Illuminance	Fc	1.15	3.3	0.1	11.50	33.00	
ZONE 09	Illuminance	Fc	1.41	3.6	0.1	14.10	36.00	
ZONE 10	Illuminance	Fc	1.39	3.3	0.3	4.63	11.00	
ZONE 11	Illuminance	Fc	1.34	4.2	0.1	13.40	42.00	
ZONE 12	Illuminance	Fc	3.08	5.8	0.4	7.70	14.50	0
ZONE 13	Illuminance	Fc	3.20	5.7	1.2	2.67	4.75	0
ZONE 14	Illuminance	Fc	3.11	6.2	0.4	7.78	15.50	0
ZONE 15	Illuminance	Fc	3.35	6.3	0.3	11.17	21.00	0
ZONE 16	Illuminance	Fc	2.76	9.3	0.2	13.80	46.50	0
ZONE 17	Illuminance	Fc	1.93	5.0	0.3	6.43	16.67	0
ZONE 18	Illuminance	Fc	1.99	4.0	0.4	4.98	10.00	0
ZONE 19	Illuminance	Fc	2.60	5.5	0.6	4.33	9.17	0
ZONE 20	Illuminance	Fc	2.48	5.5	0.6	4.13	9.17	0
ZONE 21	Illuminance	Fc	1.83	5.2	0.1	18.30	52.00	0
ZONE 22	Illuminance	Fc	4.23	6.1	2.2	1.92	2.77	0

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

The IES no longer uses the Cutoff Classification System for LED fixtures. The IES classifies LED fixtures with the BUG rating which refers to the Backlight-Uplight-Glare system. An Uplight of "U0" most closely matches the old Full Cutoff rating.

Dimensions of drawings that have been scaled or converted from PDF files or scanned /submitted images are approximate.

Total Project Watts
Total Watts = 12962

10000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3355 ▪ FAX (513) 793-6623

LIGHTING PROPOSAL LO-165588-4

WESTPHALIA DEVELOPMENT
9540 MARLBORO DRIVE
MARLBORO TOWNSHIP, MD

BY:RNK	DATE:05/22/26	REV:08/27/26	SHEET 1 OF 1

SCALE: 1"=80' ARCH D 0 80



Westphalia Town Center
Prince George's County, MD

Prepared on behalf of:
WALTON WESTPHALIA DEVELOPMENT LLC

Note: For conceptual illustration only. Design, dimensions, colors, materials, and the location of signs and doors are subject to change.

DSP SUBMISSION
Conceptual Building and Sign Elevations

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8.28.2026

Bignell Watkins Hasser
ARCHITECTS • PC

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Commercial Buildings Design Narrative

The commercial portion of Westphalia Town Center is a grocery-anchored retail development designed to support the planned residential community and existing surrounding neighborhoods, as well as attract travelers on MD route 4. It is designed for a tailored variety of tenants, including grocery, fitness, gas/convenience, bank, daycare, drive through fast food, and a variety of local and national retail/restaurant tenants.

The site has been designed with pedestrian connectivity and screening of building services at the forefront. The development includes generous sidewalk and patio areas around the buildings for pedestrian circulation and opportunities for planned outdoor dining. The pad buildings have been intentionally located according to proposed use, with gas, single tenant fast food and daycare uses located with separate entrance driveways further from the planned residential to reduce traffic and noise impact. Loading for the grocery has been similarly isolated from the residences. All of the primary parking has been located internal to the site to reduce its visual impact. Rooftop mechanical equipment will be obscured by parapet walls extending above the roof and loading and utility areas are screened from adjacent residential with landscape buffers. Dumpsters will be shielded from view in attractive masonry enclosures.

The proposed architecture uses contemporary stylistic elements representing the desire of the community for a current look for the center. High quality, regionally appropriate materials are used, including several colors of brick, manufactured stone veneer masonry, fiber cement siding, aluminum storefront glazing, and stucco. The colors consist of contrasting neutrals accented with warm grey siding and wood tones. The facades are embellished with brick coursing details, metal canopies, awnings, and decorative wall mounted lighting. The massing and scale of the buildings has been designed with the pedestrian experience in mind. The larger buildings incorporate frequent changes in parapet height, corner tower elements, pilaster projections, and recesses to establish a comfortable façade rhythm. This approach compliments the balance of larger buildings with smaller facades and tenant spaces to achieve a varied and harmonious storefront condition.

Note: *As of the submission of this document, the quantity and size of tenants within the center are not known. As such, the location, size and quantity of elements including signs, doors, and light fixtures are shown for illustration only and are subject to change as tenants become known. In addition, elevations depicting buildings G and N are included for the purpose of illustrating the approximate scale and orientation of the proposed buildings only. Final building design and finishes shall change based on tenant requirements.*

General Criteria for Tenant Signs:

All signs shall conform to all applicable codes and ordinances, except for any variances outlined herein and approved by the Planning Board per Sec. 27-613(f)(1) of the County Zoning Code.

All signs shall be related directly to the business, services, or products offered within the premises.

No flashing action or other mechanical animation will be allowed on signs.

Sign Lighting: Signs may be internally or externally lit and may include creative lighting techniques such as halo or back-lighting. All signs shall be LED illuminated. Neon illumination shall not be permitted. Externally lit signs shall be lit with sign-lights in the same styles as others on the buildings.

Sign Materials: All signs shall be of durable high-quality materials which may include
metal, glass, HDU sign foam, acrylic, and vinyl.

Sign Colors: Sign colors shall be harmonious with the building. All raceways shall be colored to match the surface of the building.

Criteria for Wall-Mounted Signs:

Sign Types & Attachment: All wall-mounted signs shall consist of individual channel letters, dimensional letters, or letters routed from a panel. Letters may be mounted directly to the building, or on a raceway or a solid background panel compatible with the building architecture. Signs shall be limited to up to 2 lines of text or symbols.

Box-type or cabinet signs consisting of a single rectangular shape with flat illuminated acrylic face shall not be permitted. Signs shall not be attached to canopies or awnings except as a "Projecting Sign" hung below a canopy.

Sign Location: Tenant signs shall be allowed on any "signable area" of the façade as shown on the elevations in this document. Because the elevations in this document are conceptual in nature and subject to change, the Owner may approve additional sign locations that match the intent of the signable areas shown to provide signage at a generally consistent height and degree of harmony with the architecture. Signs shall be centered on architectural features where possible. No sign shall cross any significant architectural projection or extend above the parapet, or encroach upon the cornice where present.

Sign Area and Quantity: Tenants shall be allowed 2 square feet of total signage per linear foot of building frontage as defined in the zoning ordinance. The total area may be divided by the tenant within any of the "signable" areas of the building (see elevations), and within the storefront windows as permitted in the zoning ordinance. Tenants shall be allowed up to 1 wall mounted sign per building face. No wall mounted sign shall exceed 200 SF.

Individual tenants greater that 10,000 SF in floor area may display any quantity of signs up to a total of 2 SF/Per linear foot of frontage on the front façade with the primary public entrance. They may also display 1 wall-mounted sign on any side or rear façade, up to 200 SF in area, provided that sign does not directly face residences.

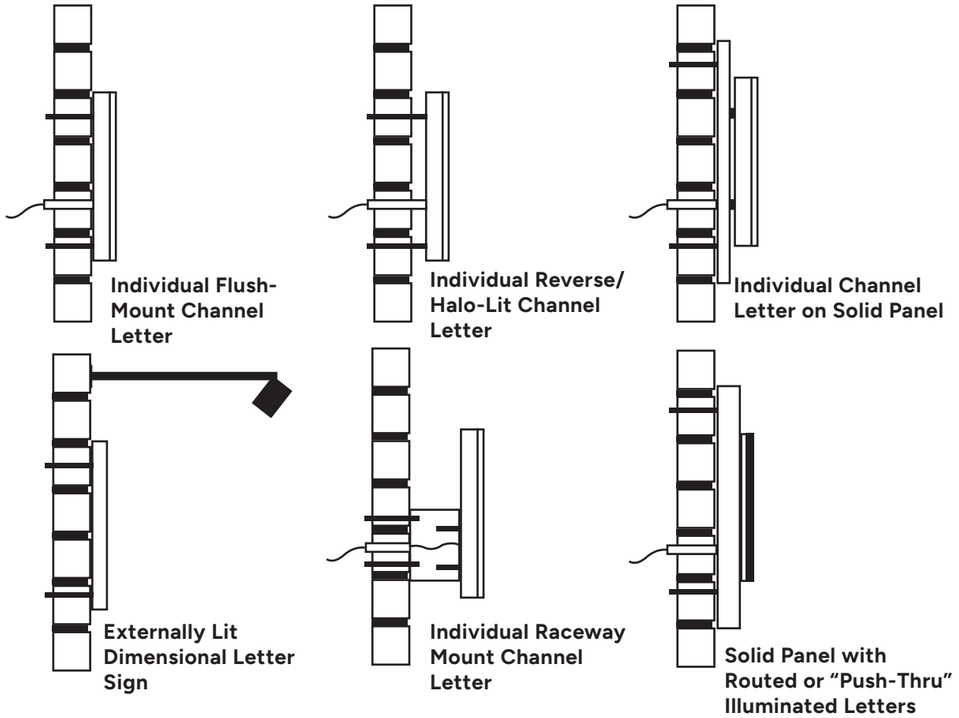
Criteria for other Tenant Signage:

Projecting Signs: Tenants may display an additional projecting blade signs of not more than 4 square feet mounted to the building or canopy at the approval of the Owner, provided they are mounted below the "signable area" for wall-mounted signs and are mounted in a location compatible with the architecture as approved by the Owner. such signs shall project no more than 42 inches from the surface to which they are affixed.

Drive Thru Signage: Tenants shall be allowed freestanding or wall-mounted signage directly related to drive-thrus as required for traffic control, menu display and operations, subject to Owner approval of size and location.

Gas Station Signage: Gas Station Tenants shall be allowed the following additional signage. Tenants shall be allowed 1 freestanding sign up to 100 SF in area and up to 25' in height. Not more than 50 SF of any such sign may be dedicated to price information. Such signs may be double sided.

Gas station tenants may display 1 sign up to 100 SF in area each on each side of a gas canopy facing a street or parking area. Gas prices may not be displayed on the gas canopy if they are displayed on a freestanding sign. Signage affixed to gas pumps and any signage required by law shall be allowed and not be included in the Tenant's allowable sign area.



Examples of Allowed Wall Mounted Sign Types and Attachments
NTS



Tenant >10,000 SF: Multiple signs allowed on front facade, up to 2 SF/LF of frontage. 1 additional sign allowed on side and rear facades.

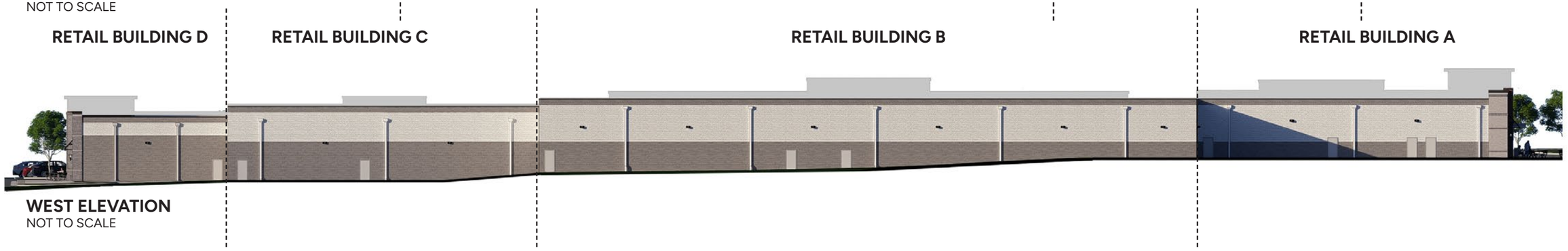
Tenants < 10,000 SF:
1 Sign Allowed Per Facade
2SF/LF total signage allowed.

Example Tenant Wall Mounted Sign Allowance*
**Subject to approval by the Planning Board per Sec. 27-613(f)(1) of the County Zoning Code.*

Note: For conceptual illustration only. Design, dimensions, colors, materials, and the location of signs and doors are subject to change. Signs shown do not represent proposed sign dimensions.



EAST ELEVATION
NOT TO SCALE



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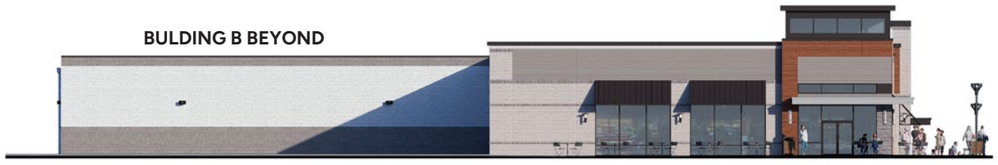
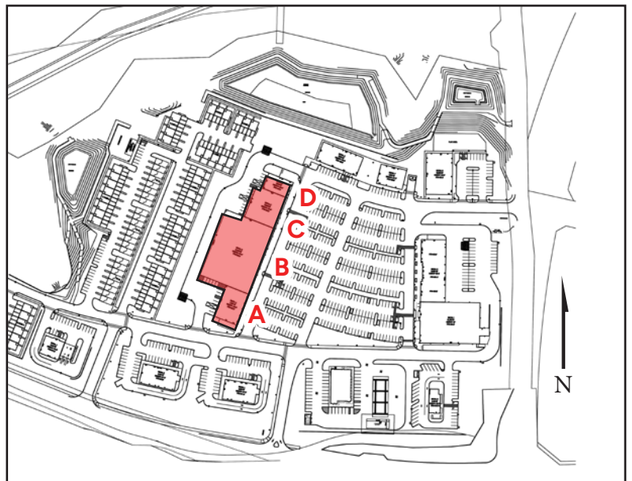


BUILDING A SOUTH ELEVATION
NOT TO SCALE



BUILDING D NORTH ELEVATION
NOT TO SCALE



Note: Key Plan For building location reference only. Refer to civil plans for site details

Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BLDGS A, B, C & D
CONCEPTUAL ELEVATIONS

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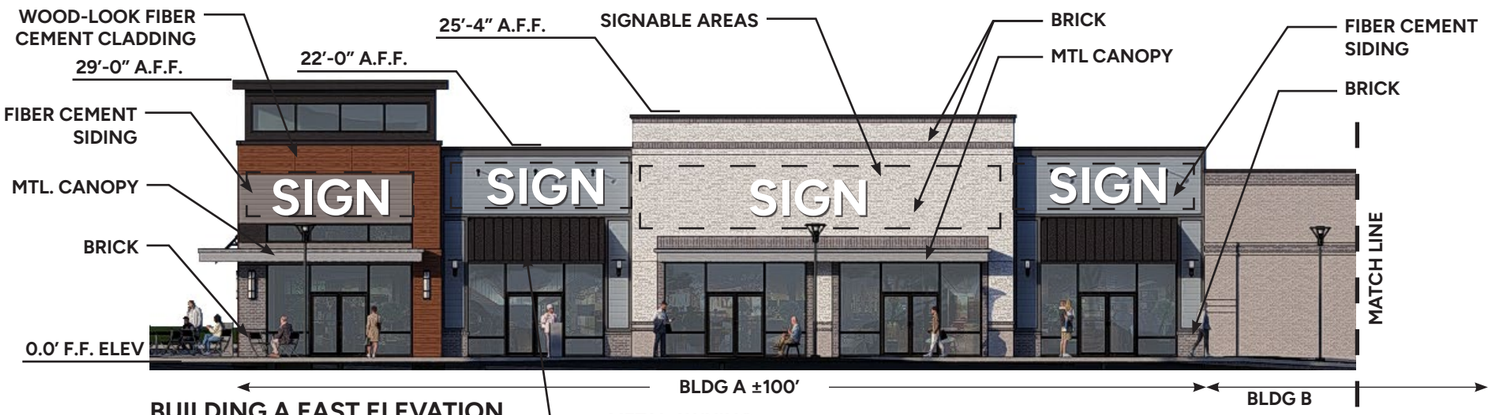


BUILDING A EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Retail Shops Building A

Typical Parapet Height: 22 '-0"

Building Area: +/- 7,500 SF

Signage Allowance
Frontage Length: 100 Linear Feet
Total Signage Allowed: 200 SF within signable areas of facade

Retail Shops Building B

Typical Parapet Height: 26'-0"

Building Area: +/- 34,000 SF

Signage Allowance
Frontage Length: 211 Linear Feet
Total Signage Allowed: 422 SF within signable areas of East facade. 1 sign up to 200 SF allowed on South Facade



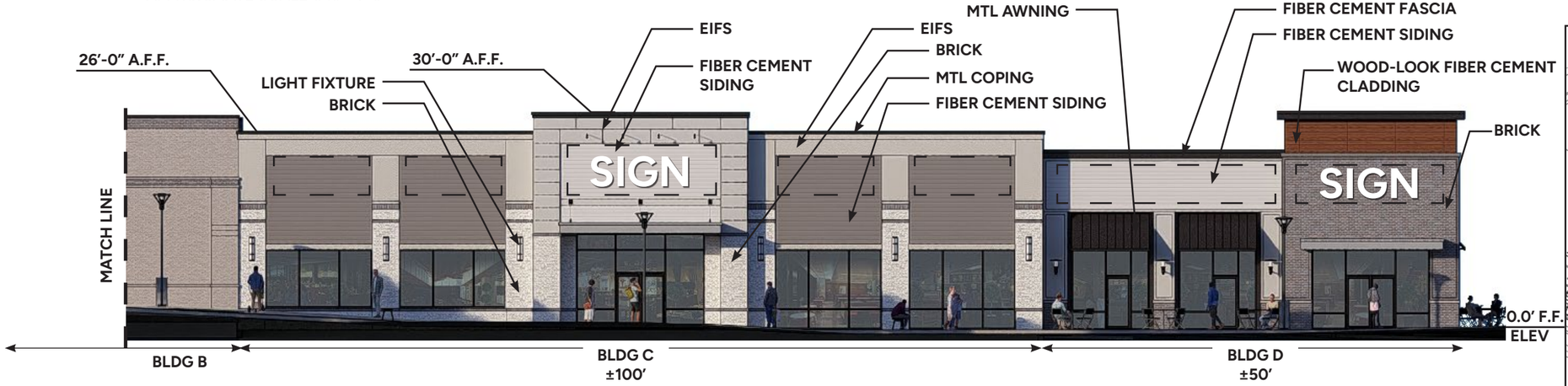
BUILDING B EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Retail Shops Buildings C & D

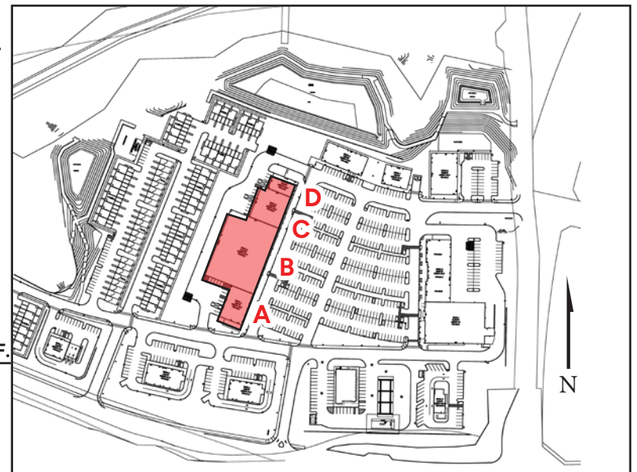
Typical Parapet Height: 26 '-0"

Building Area
C: +/- 10,000 SF
D: +/- 4,000 SF

Signage Allowance
Frontage Length: 150 Linear Feet
Total Signage Allowed: 300 SF within signable areas of facade



BUILDINGS C & D EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



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Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BLDGS A, B, C & D
CONCEPTUAL ELEVATIONS

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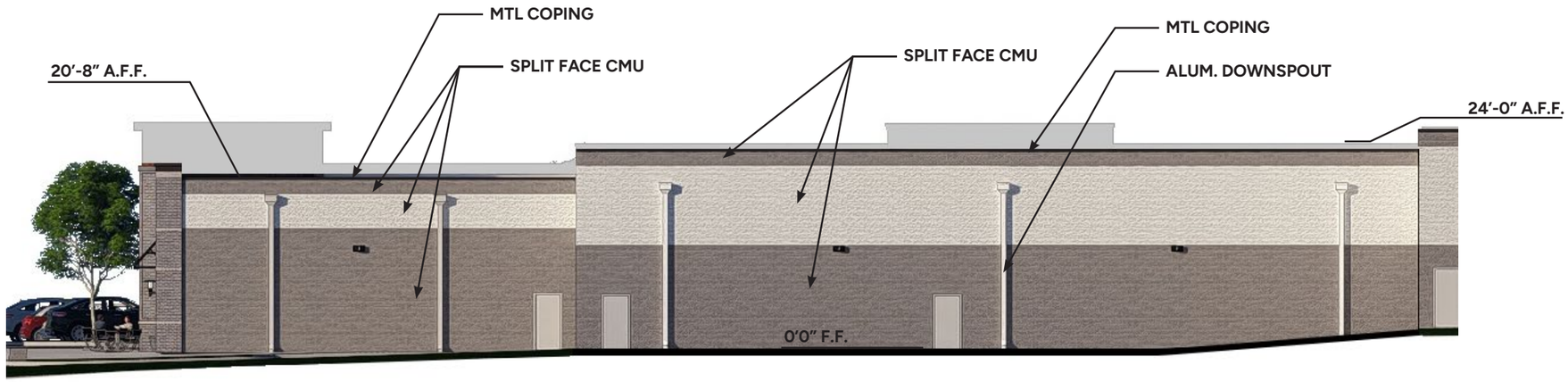
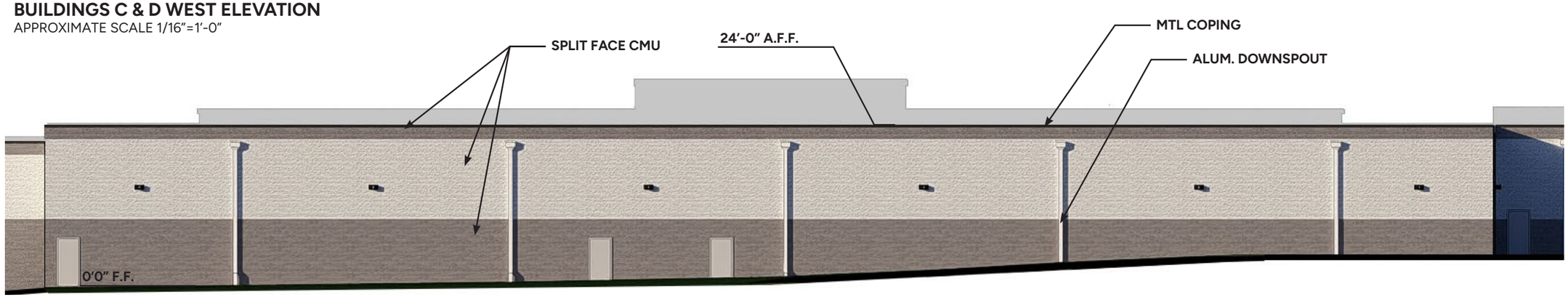


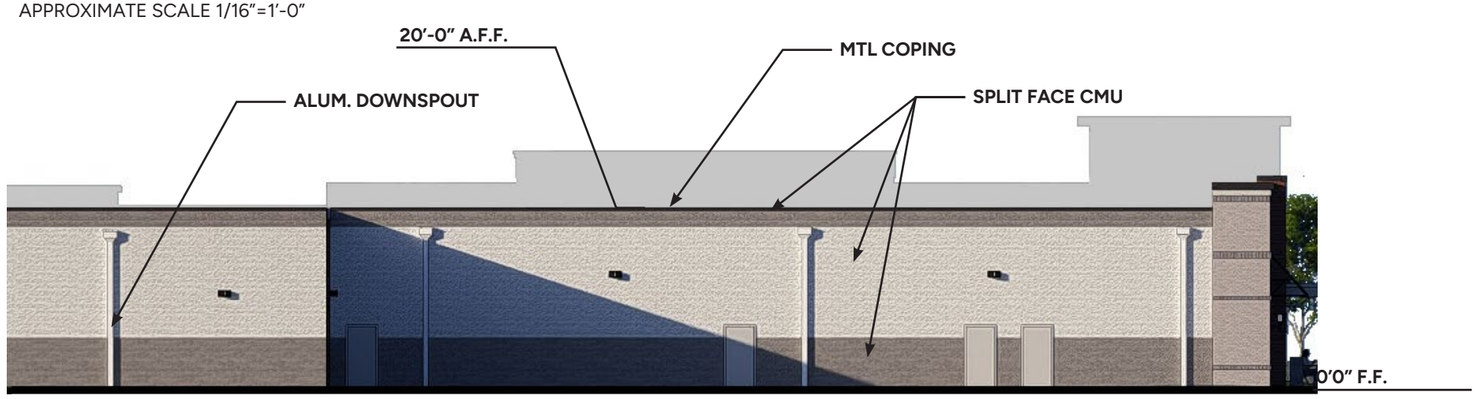
BUILDINGS C & D WEST ELEVATION

APPROXIMATE SCALE 1/16"=1'-0"



BUILDING B WEST ELEVATION

APPROXIMATE SCALE 1/16"=1'-0"



BUILDING A WEST ELEVATION

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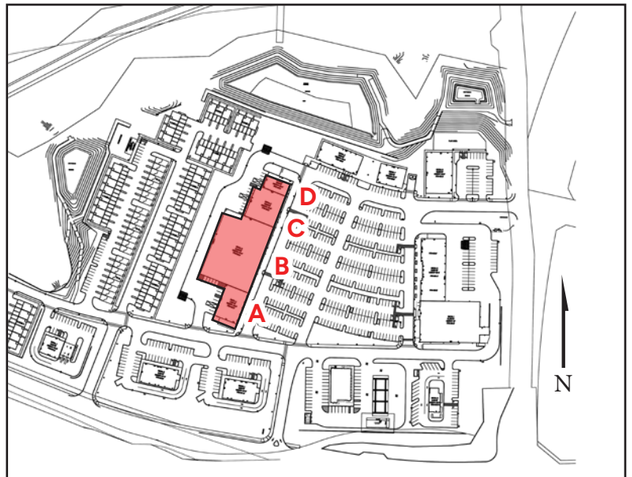

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Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BLDGS A, B, C & D
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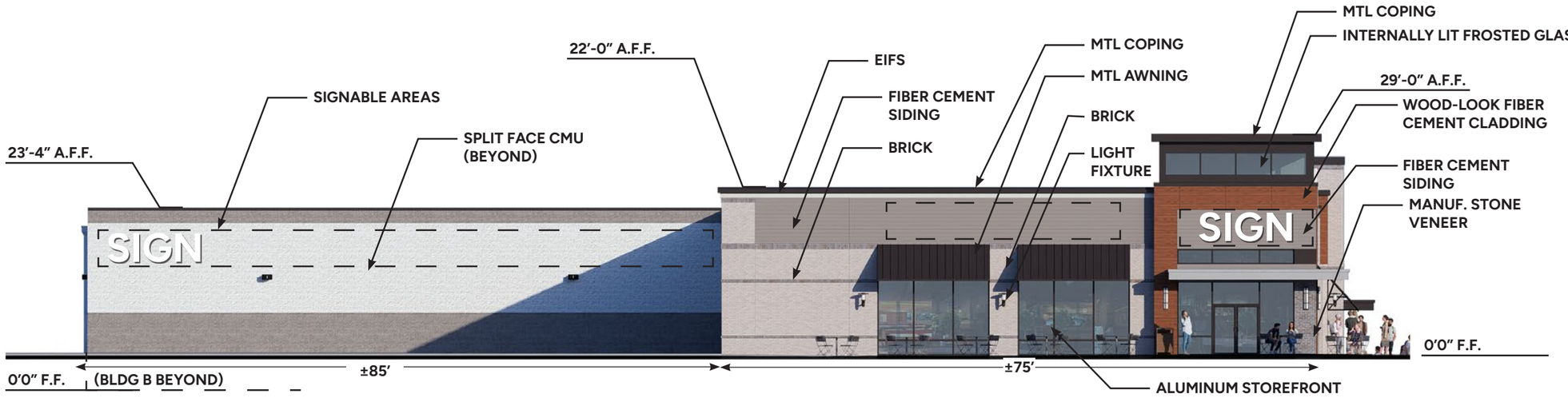
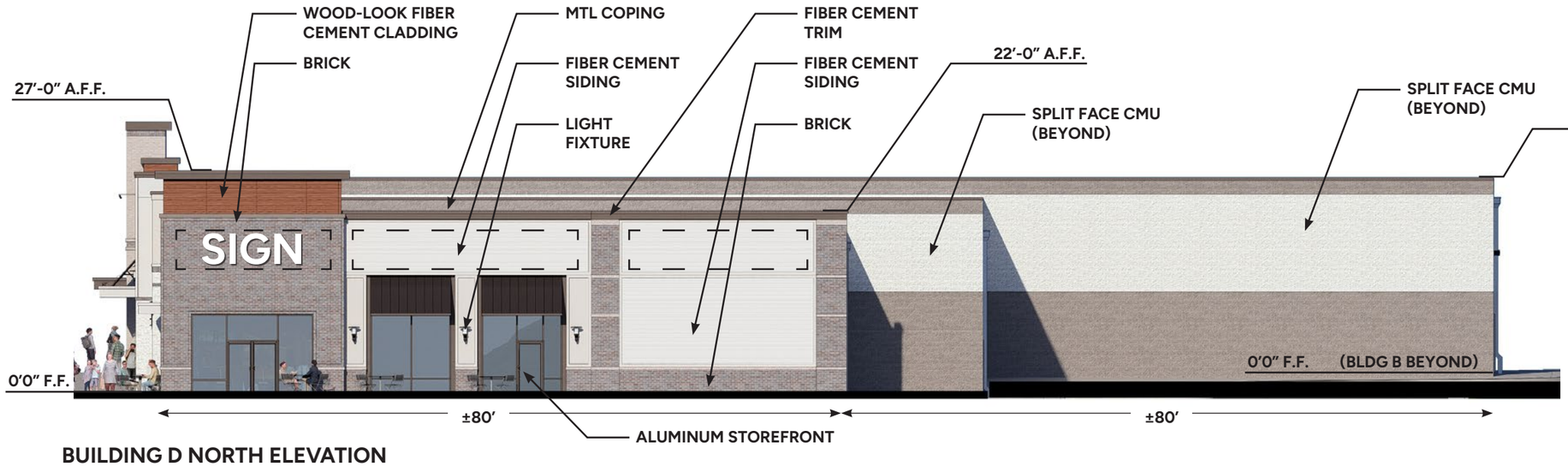
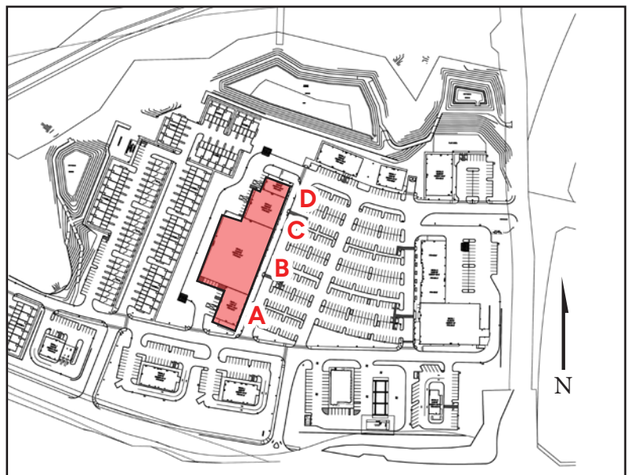


BUILDING A SOUTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



BUILDING D NORTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



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Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BLDGS A, B, C & D
CONCEPTUAL ELEVATIONS

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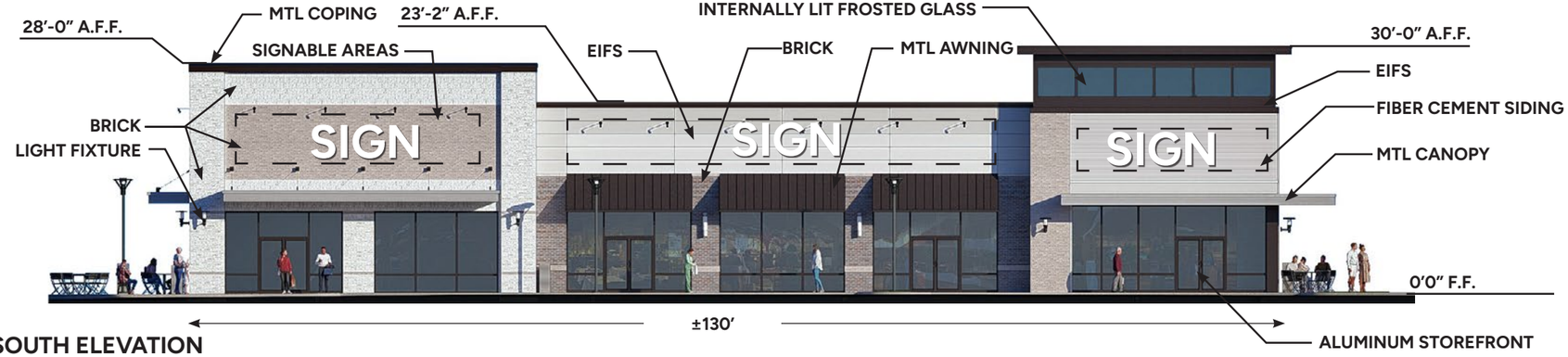

SOUTH ELEVATION
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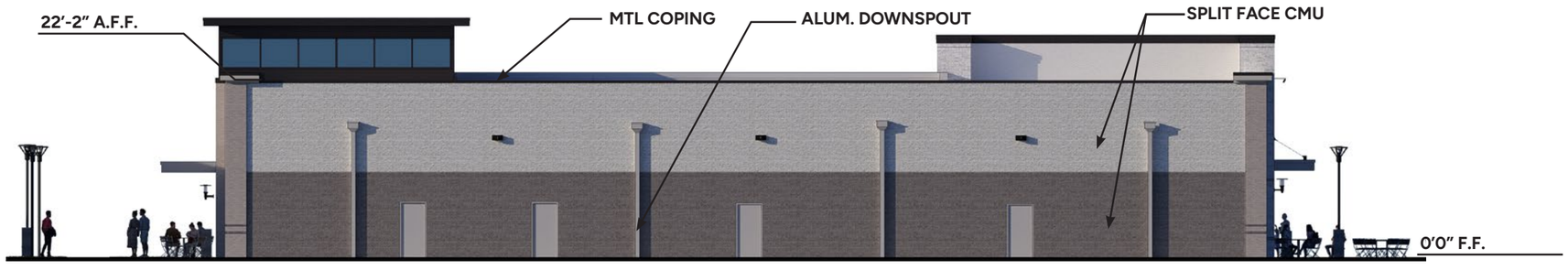
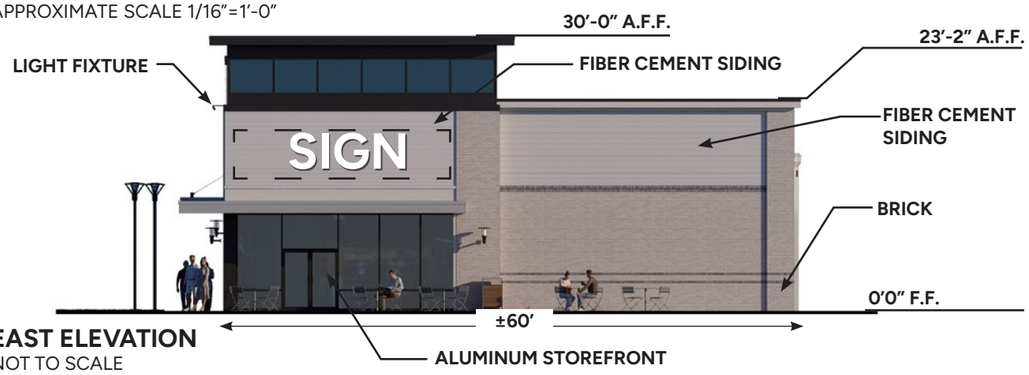


NORTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



EAST ELEVATION
NOT TO SCALE



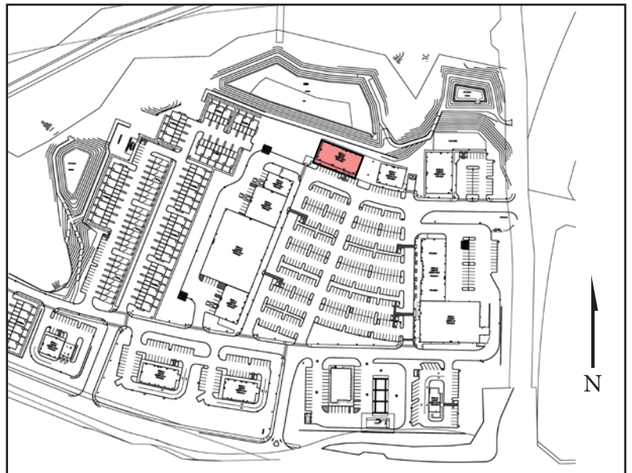
WEST ELEVATION
NOT TO SCALE

Retail Shops Building E

Typical Parapet Height: 23 ′-0″

Building Area: +/- 7,800 SF

Signage Allowance
Frontage Length: 130 Linear Feet
Total Signage Allowed: 260 SF within signable areas of facade



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Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BUILDING E
CONCEPTUAL ELEVATIONS

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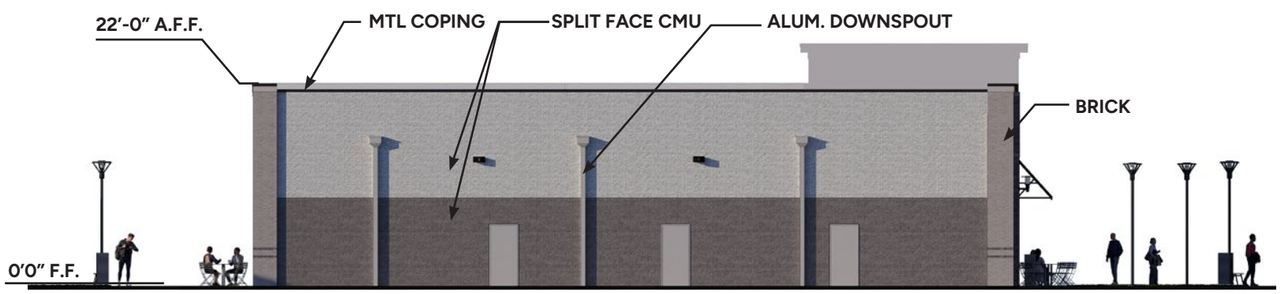
SOUTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



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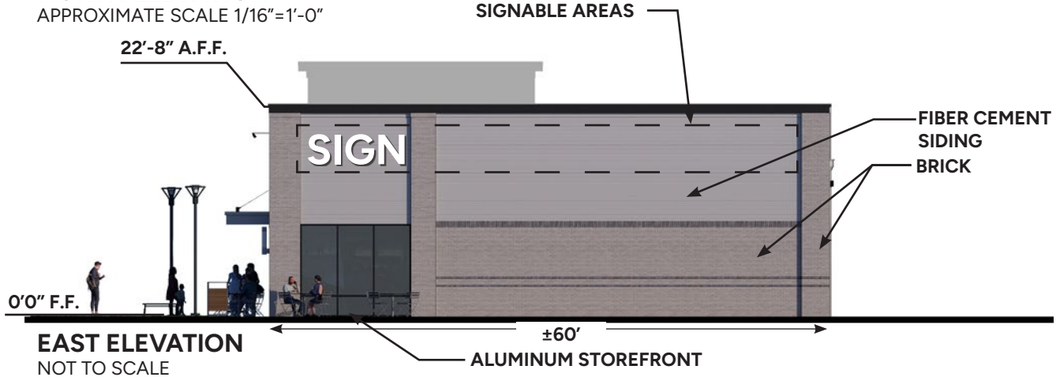


EAST ELEVATION
NOT TO SCALE



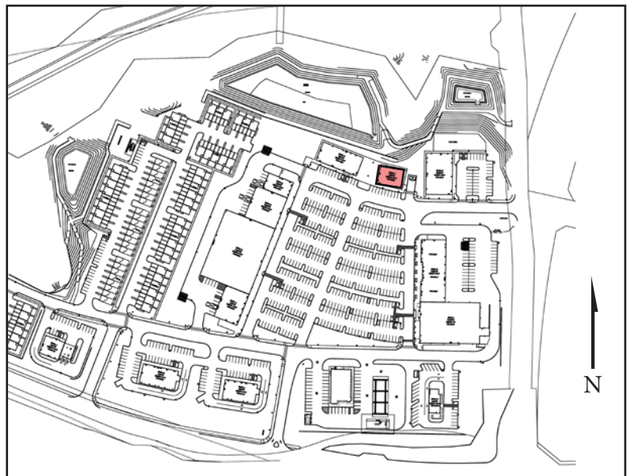
WEST ELEVATION
NOT TO SCALE

Retail Shops Building F

Typical Parapet Height: 23 ′-0″

Building Area: +/- 4,800 SF

Signage Allowance
Frontage Length: 80 Linear Feet
Total Signage Allowed: 160 SF within signable areas of facade



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Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BUILDING F
CONCEPTUAL ELEVATIONS

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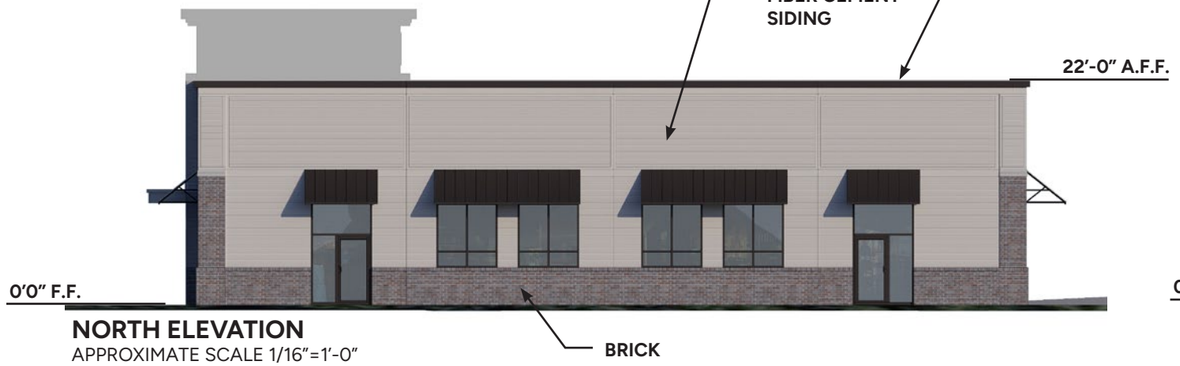

NORTH ELEVATION
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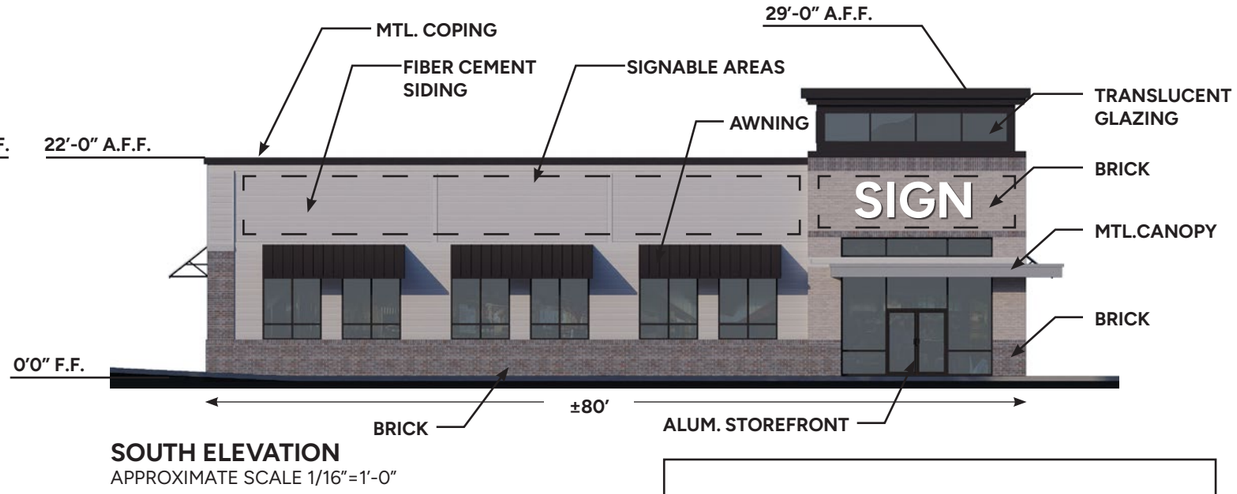

SOUTH ELEVATION
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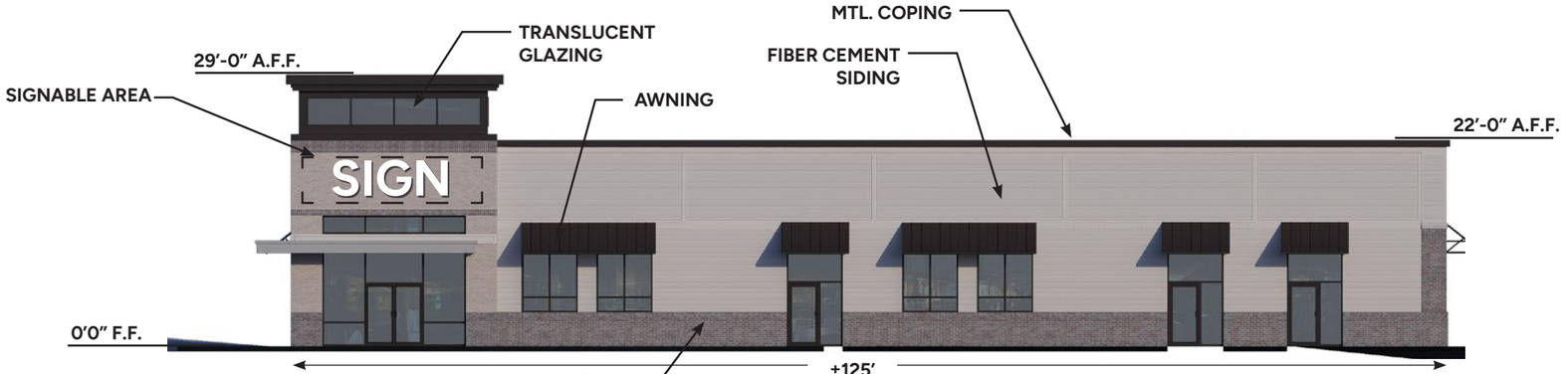
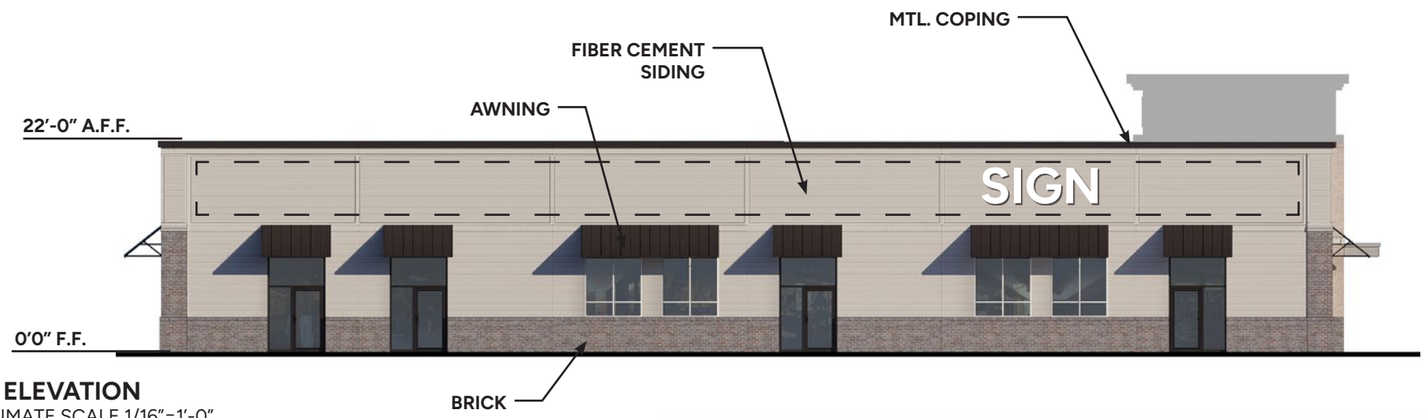


EAST ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



WEST ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″

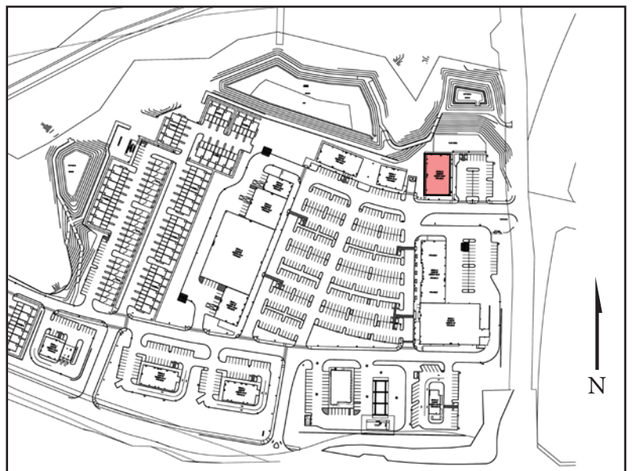
Note: For Illustration Only. Building Design Per Future Tenant

Retail Shops Building G

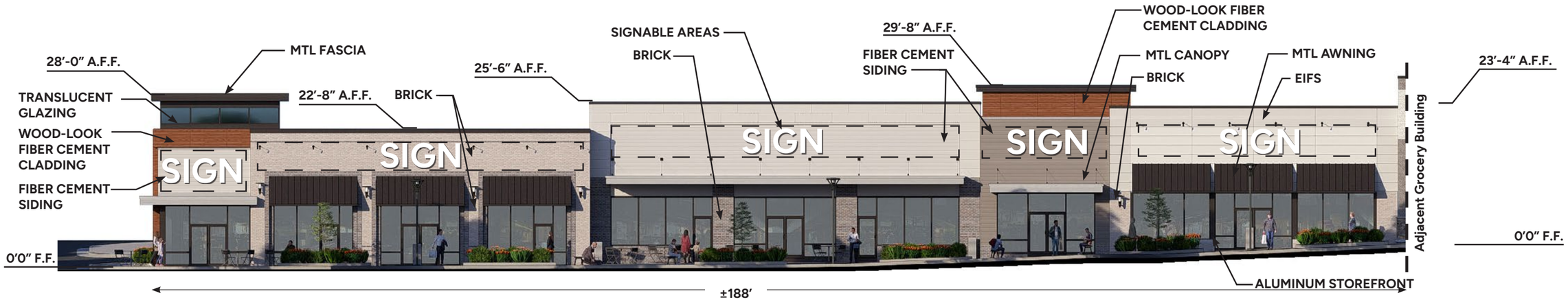
Typical Parapet Height: 22′-0″

Building Area: +/-10,000 SF

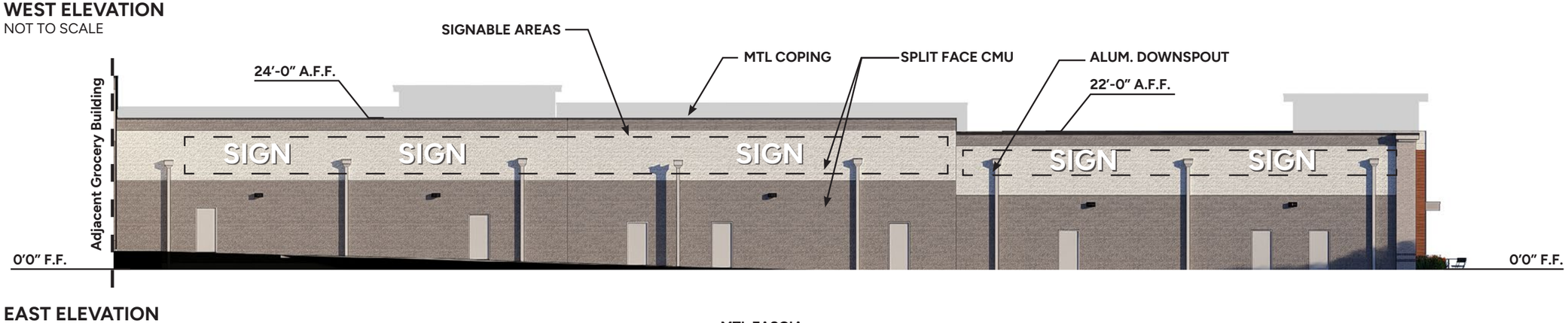
Signage Allowance
Frontage Length: 125 Linear Feet
Total Signage Allowed: 250 SF within signable areas of facade



Note: Key Plan For building location reference only. Refer to civil plans for site details



WEST ELEVATION
NOT TO SCALE



EAST ELEVATION
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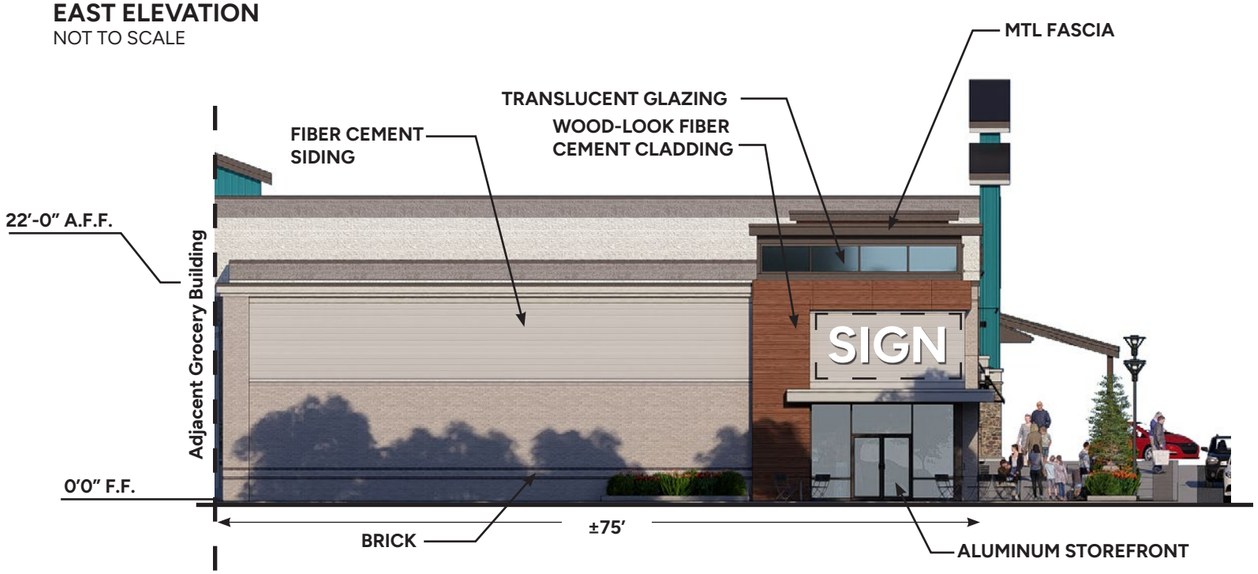


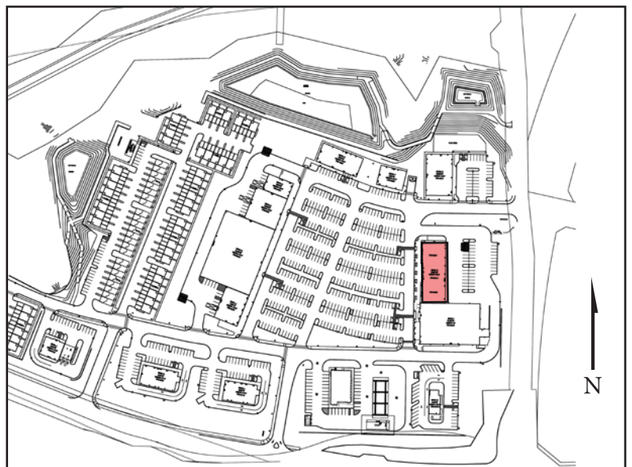
SOUTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″

Retail Shops Building H

Typical Parapet Height: 24′-0″

Building Area: +/-13,250 SF

Signage Allowance
Frontage Length: 189 Linear Feet
Total Signage Allowed: 378 SF within signable areas of facade



Note: Key Plan For building location reference only. Refer to civil plans for site details

Westphalia Town Center
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RETAIL SHOPS BUILDING H
CONCEPTUAL ELEVATIONS

Note: For conceptual illustration only. Design, dimensions, colors, materials, and the location of signs and doors are subject to change. Signs shown do not represent proposed sign dimensions.

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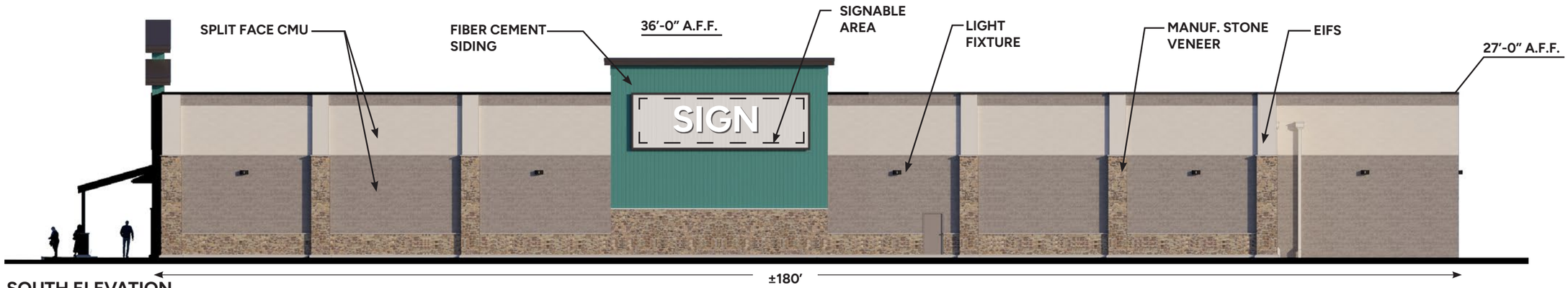
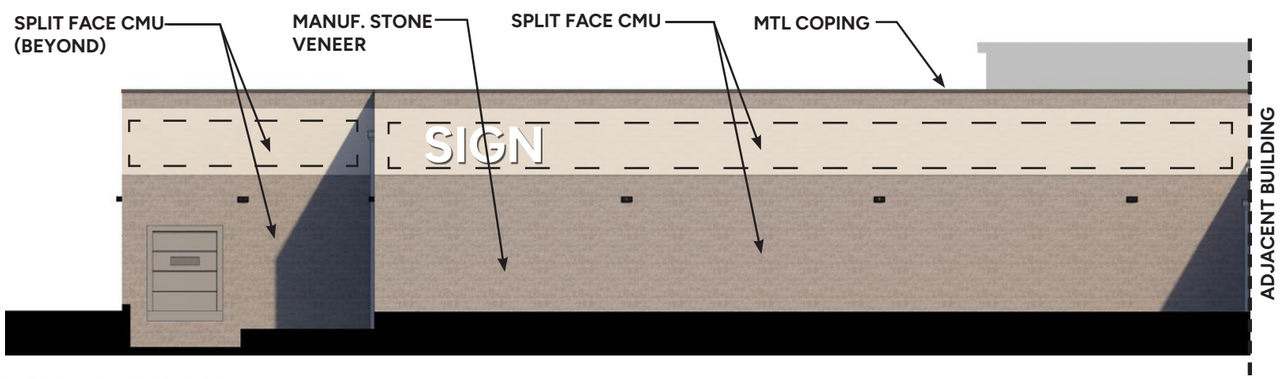
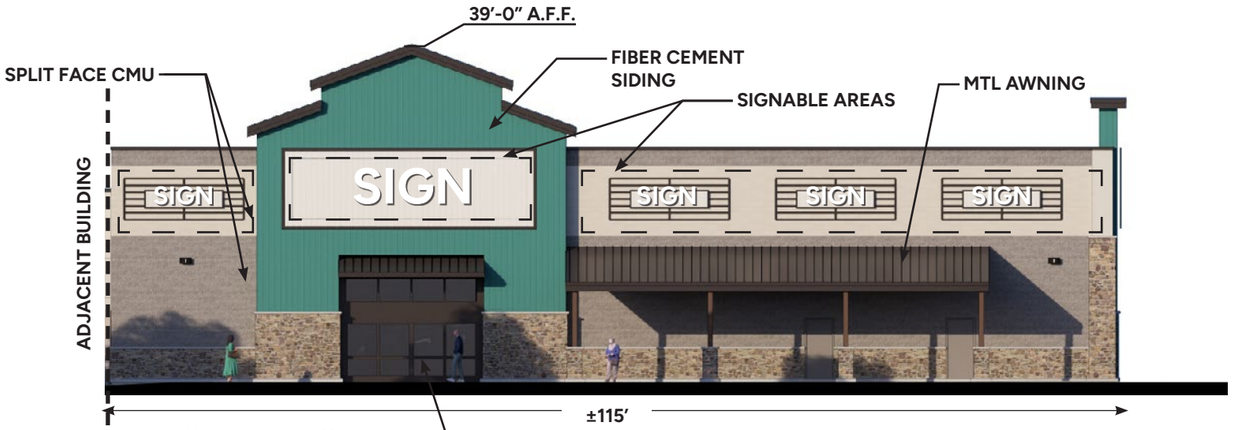


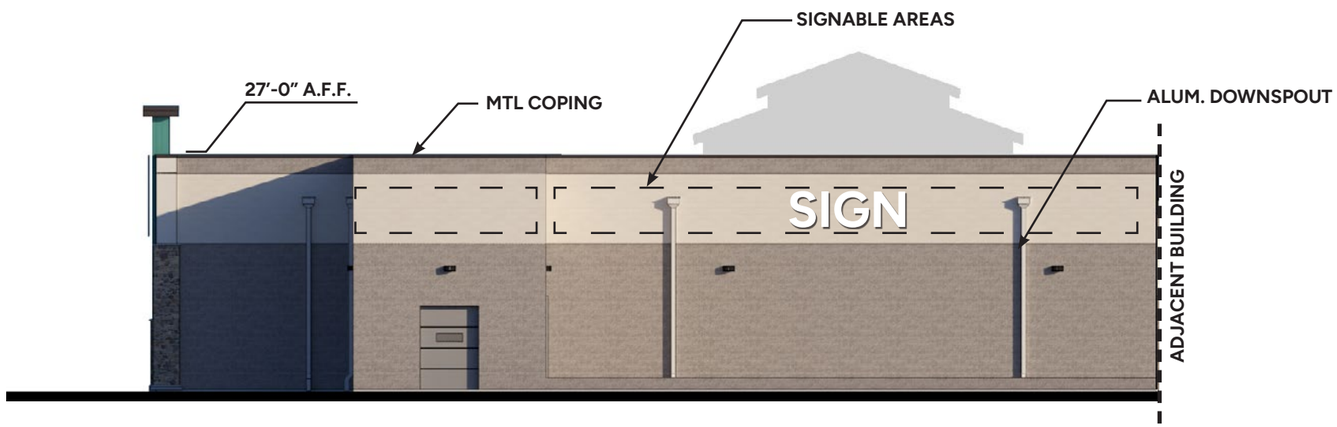
SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



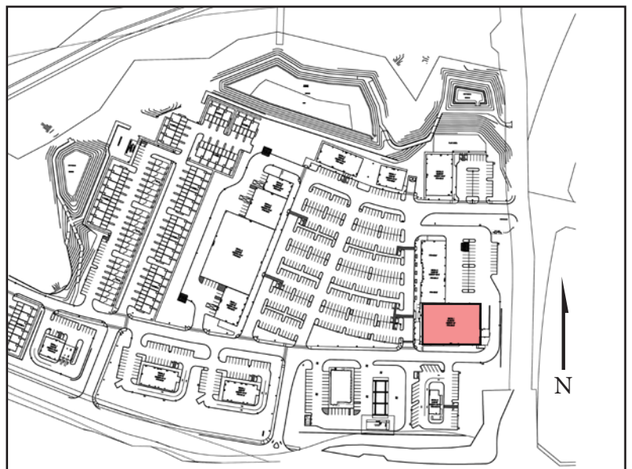
EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Retail Shops Building I

Typical Parapet Height: 27'-0"

Building Area: +/-24,000 SF

Signage Allowance
Frontage Length: 124 Linear Feet
Total Signage Allowed within signable areas of facade:
West Elevation: 248 SF
North Elevation: 200 SF
East Elevation: 200 SF
South Elevation: 200 SF



Note: Key Plan For building location reference only. Refer to civil plans for site details

Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BUILDING I
CONCEPTUAL ELEVATIONS

Note: For conceptual illustration only. Design, dimensions, colors, materials, and the location of signs and doors are subject to change. Signs shown do not represent proposed sign dimensions.

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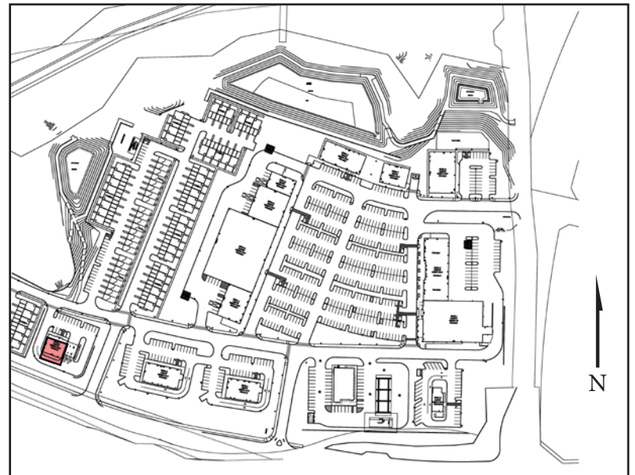
Retail Shops Building J

Typical Parapet Height: 16’-4”

Building Area: +/-3,193 SF

Signage Allowance
Frontage Length: 74.3 Linear Feet
Total Signage Allowed: 148.6 SF within signable areas of facade



Note: Key Plan For building location reference only. Refer to civil plans for site details

APPROXIMATE SCALE 1”=10’

Westphalia Town Center
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RETAIL SHOPS BUILDING J
CONCEPTUAL ELEVATIONS

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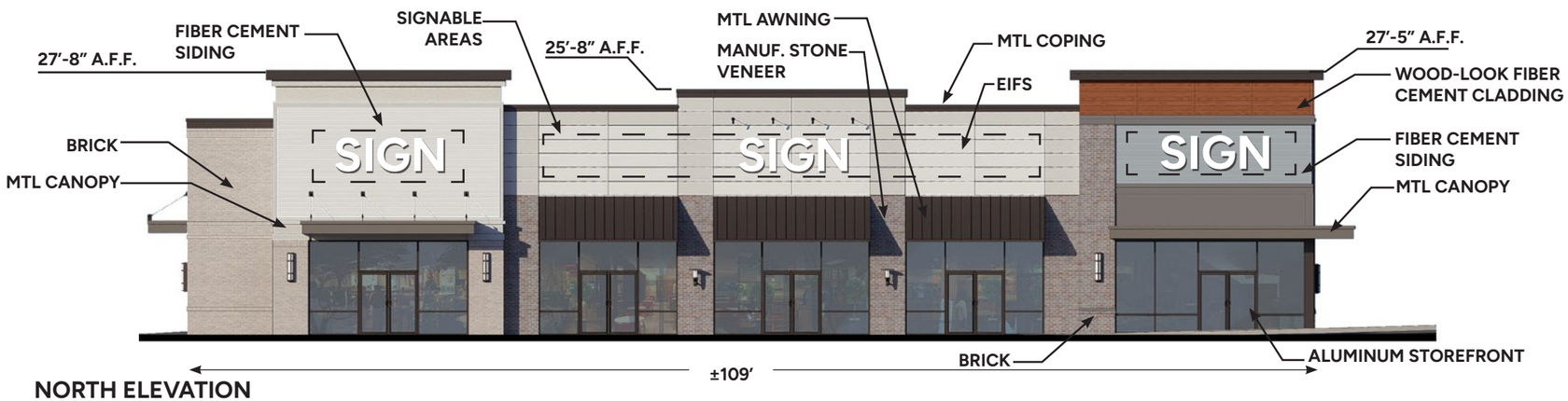
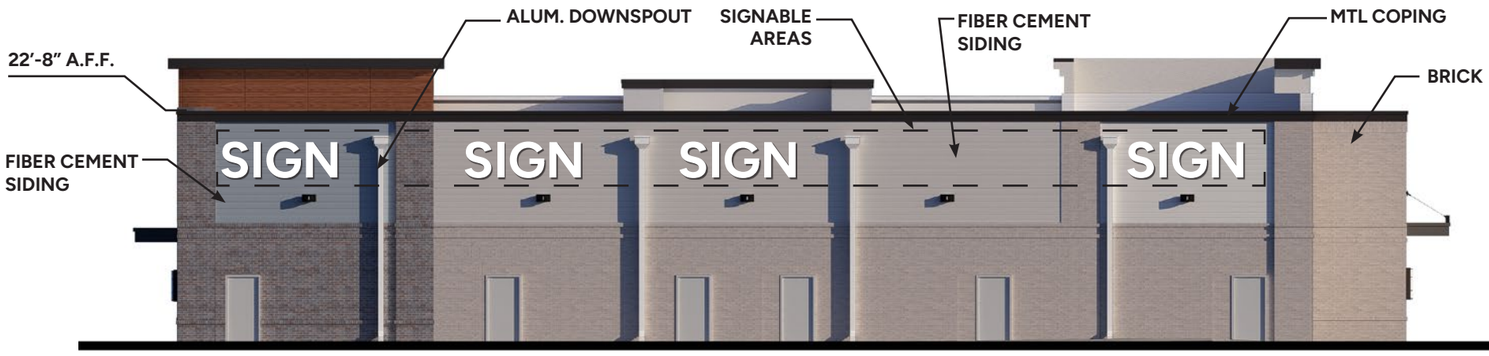
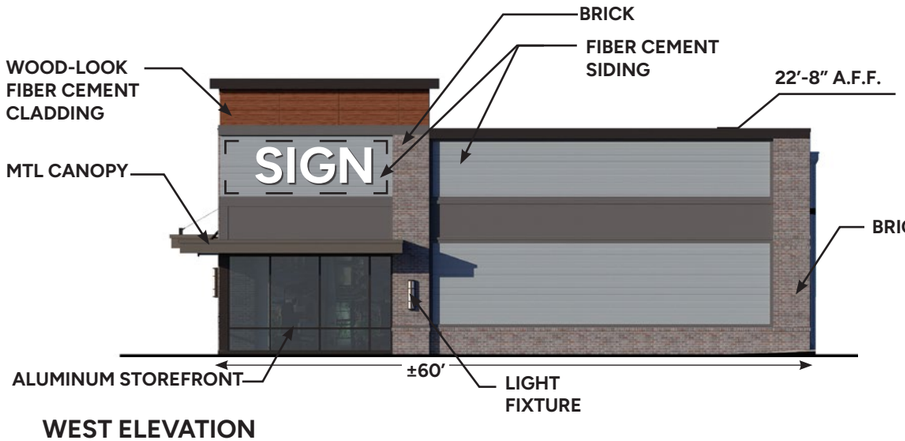


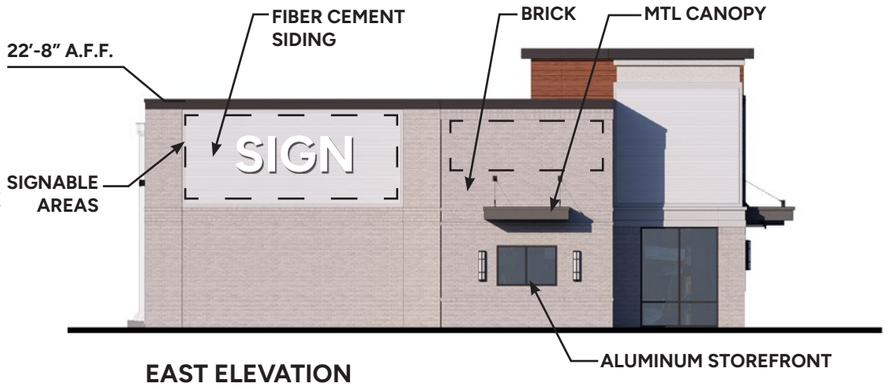
NORTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



SOUTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



WEST ELEVATION
NOT TO SCALE



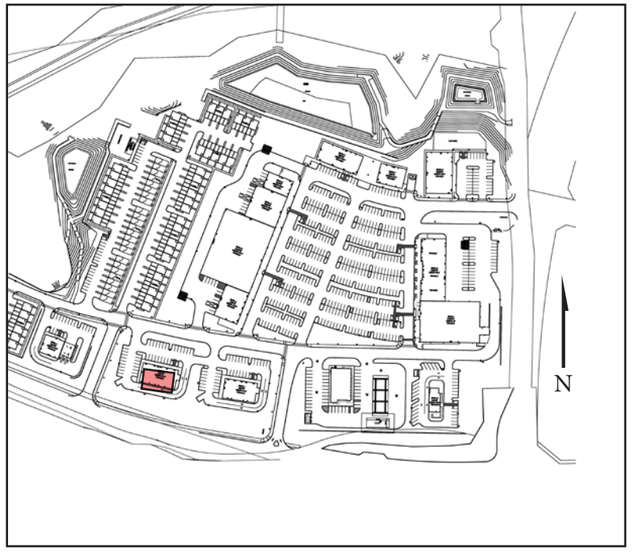
EAST ELEVATION
NOT TO SCALE

Retail Shops Building K

Typical Parapet Height: 24′-0″

Building Area: +/-6,700 SF

Signage Allowance
Frontage Length: 99 Linear Feet
Total Signage Allowed: 198 SF within signable areas of facade



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RETAIL SHOPS BUILDING K
CONCEPTUAL ELEVATIONS

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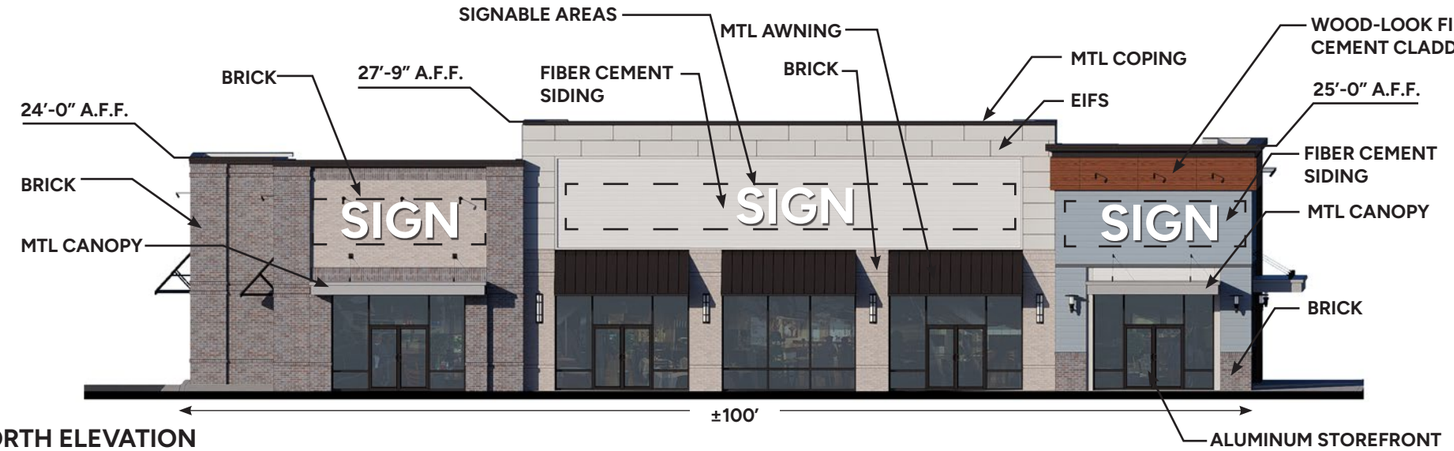
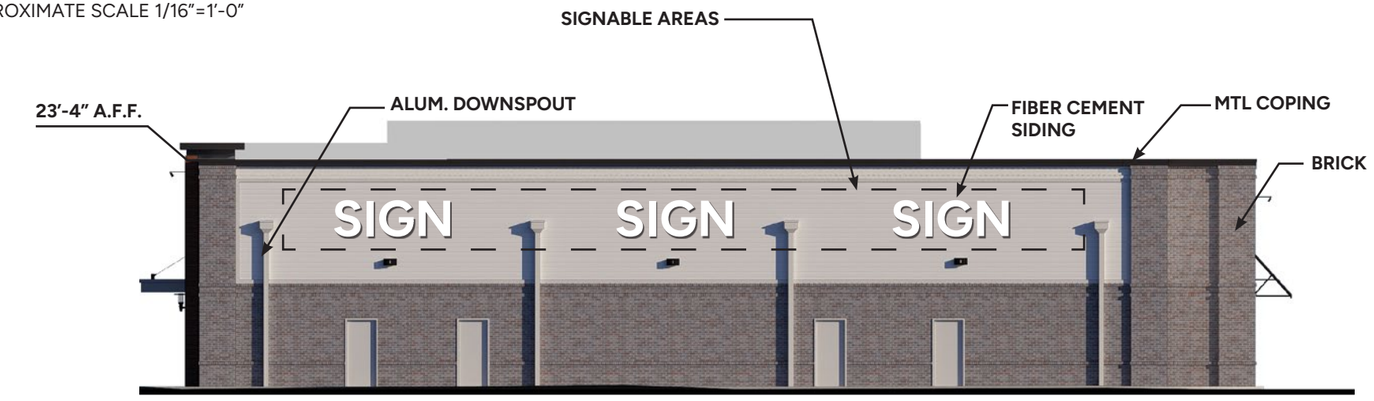
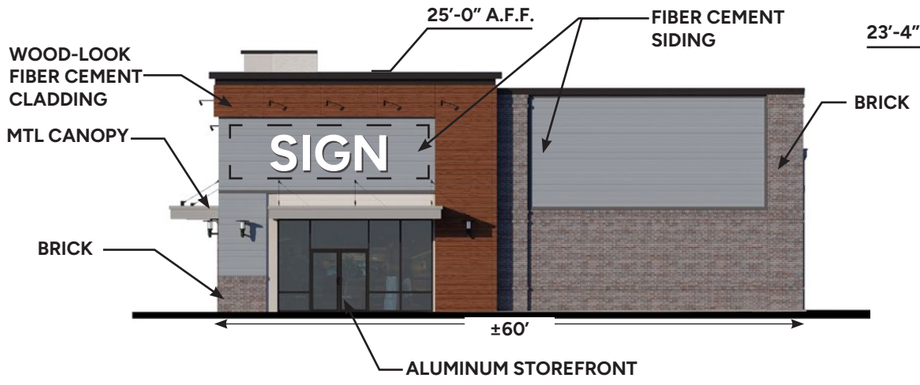


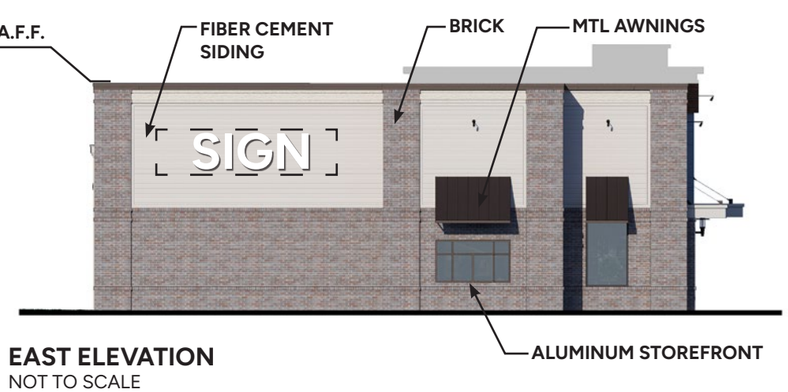
NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
NOT TO SCALE



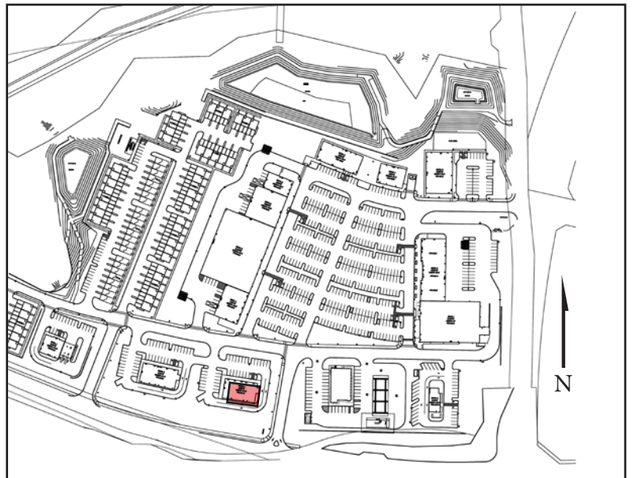
EAST ELEVATION
NOT TO SCALE

Retail Shops Building L

Typical Parapet Height: 24'-0"

Building Area: +/-6,000 SF

Signage Allowance
Frontage Length: 99.5 Linear Feet
Total Signage Allowed: 199 SF within signable areas of facade



Note: Key Plan For building location reference only. Refer to civil plans for site details

Westphalia Town Center
Prince George's County, MD

RETAIL SHOPS BUILDING L
CONCEPTUAL ELEVATIONS

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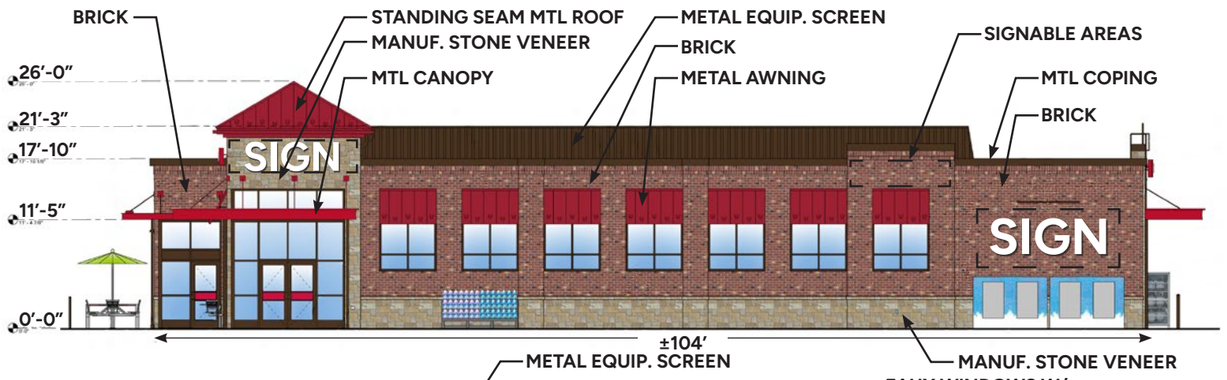
Retail Shops Building M

Typical Parapet Height: 17′-10″ w/ 21′-3″ Equipment Screen

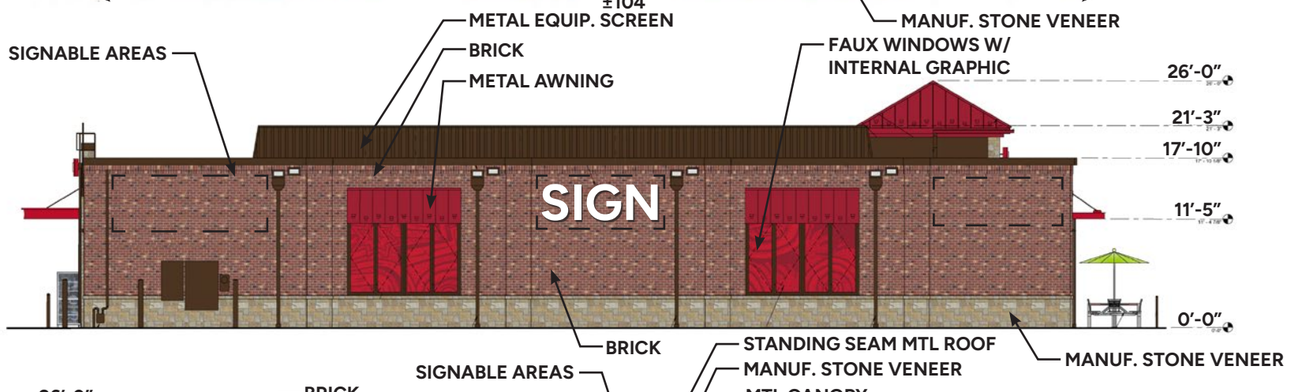
Building Area: +/-6,132 SF

Signage Allowance
Frontage Length: 104 Linear Feet
Total Signage Allowed: 208 SF within signable areas of facade

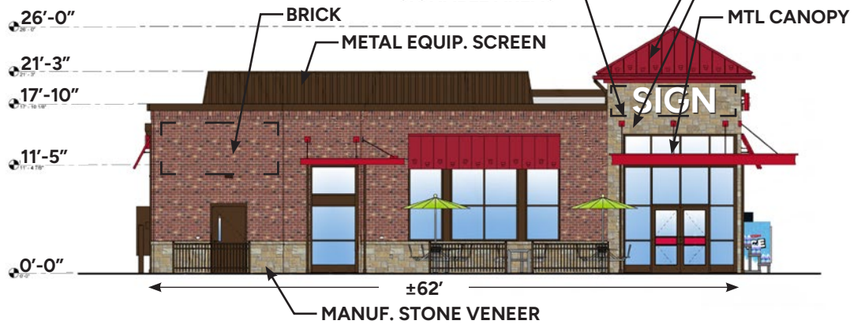
EAST ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



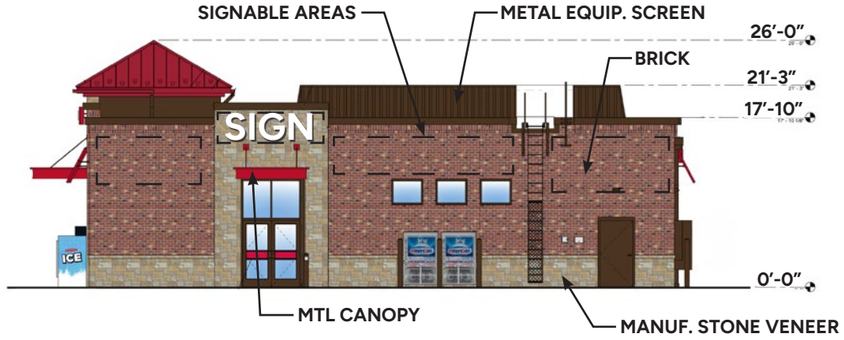
WEST ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″

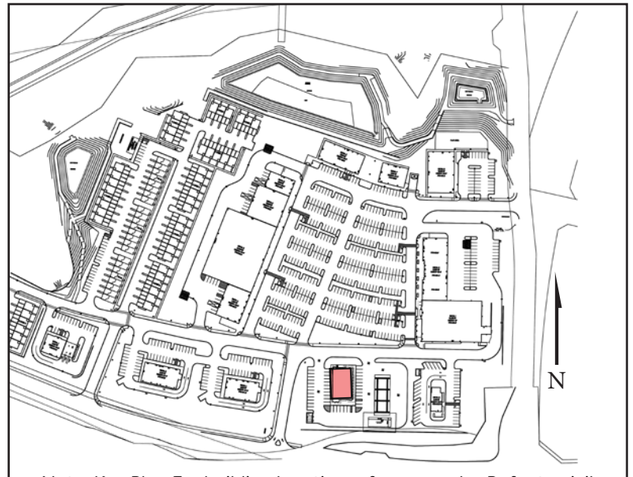


SOUTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



NORTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″





Note: Key Plan For building location reference only. Refer to civil plans for site details

Westphalia Town Center
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RETAIL SHOPS BUILDING M (GAS CONVENIENCE)
CONCEPTUAL ELEVATIONS

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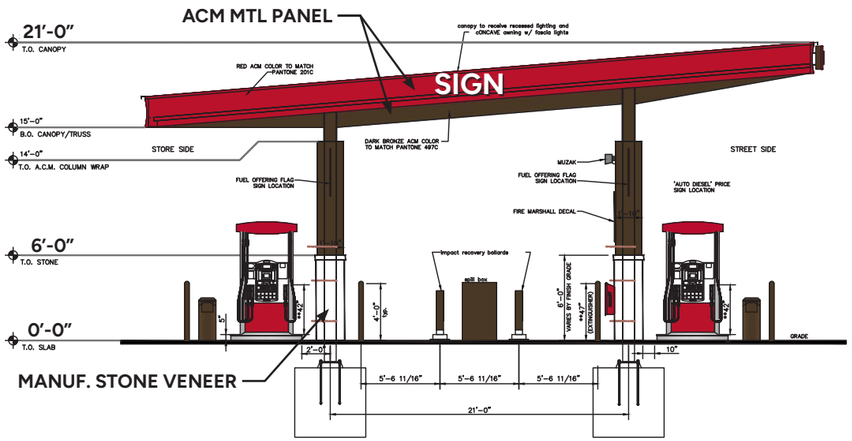
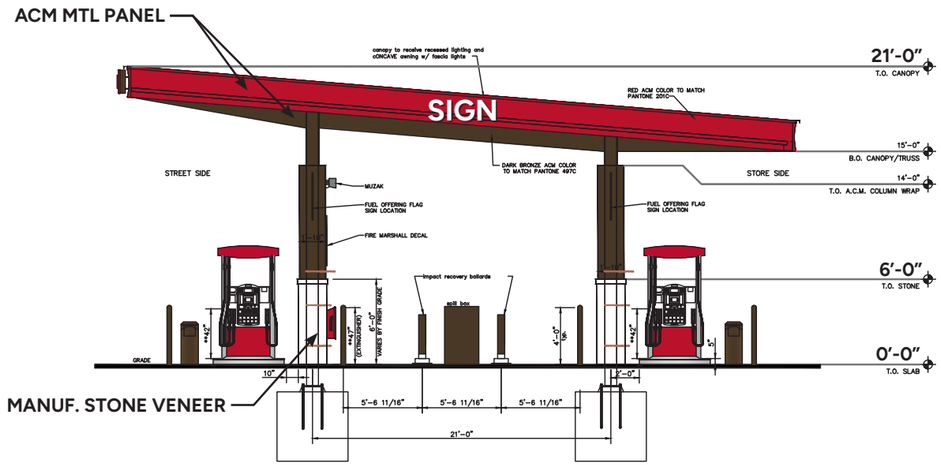
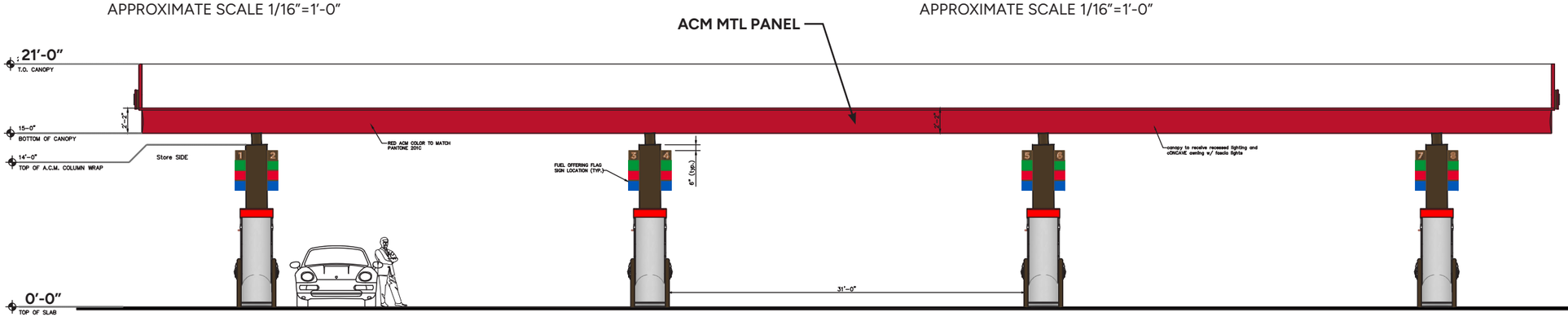


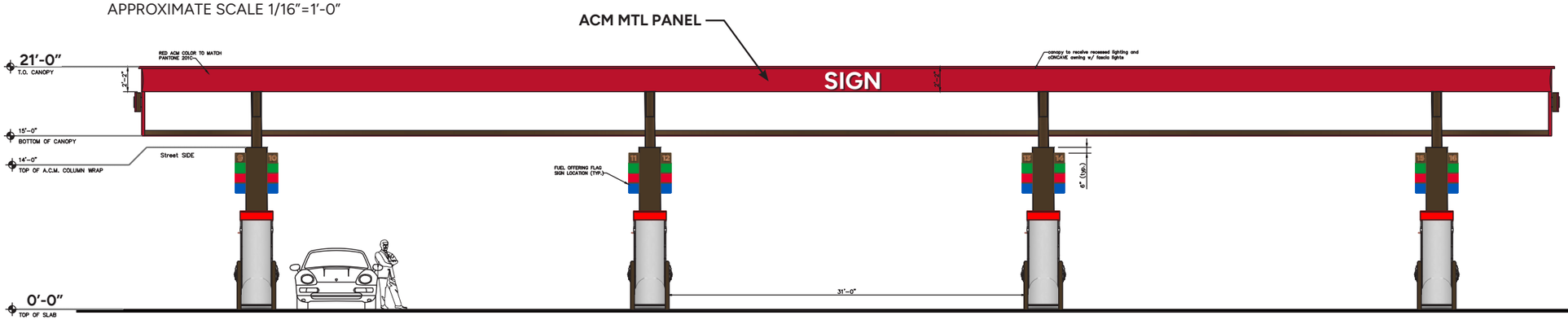
SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



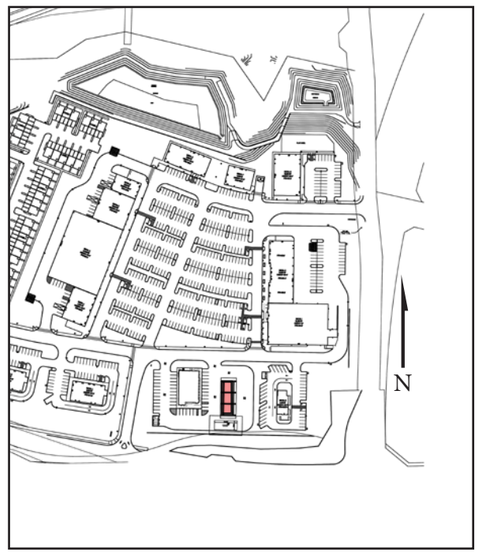
NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



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GAS STATION CANOPY
BUILDING M
CONCEPTUAL ELEVATIONS

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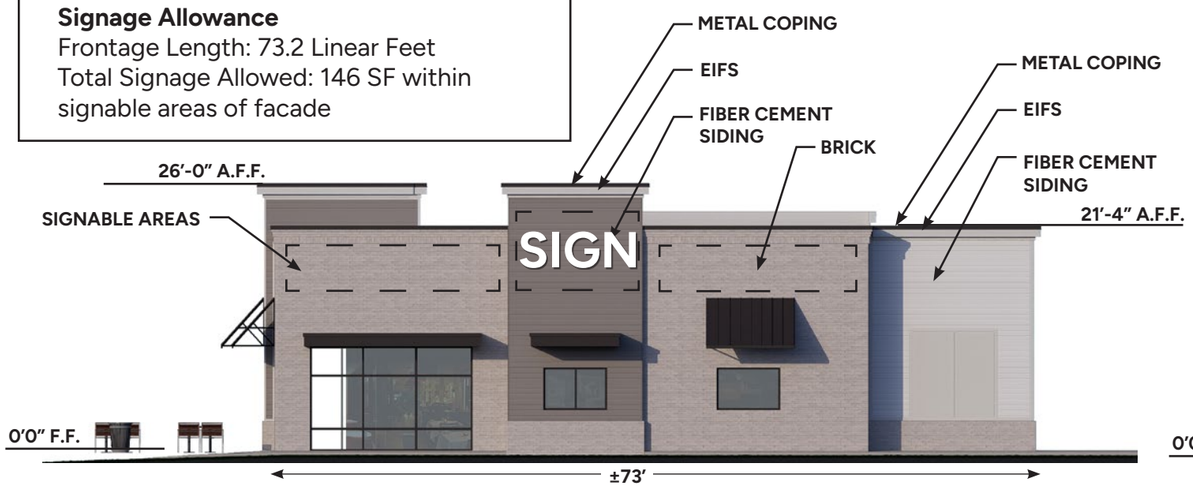
Retail Shops Building N

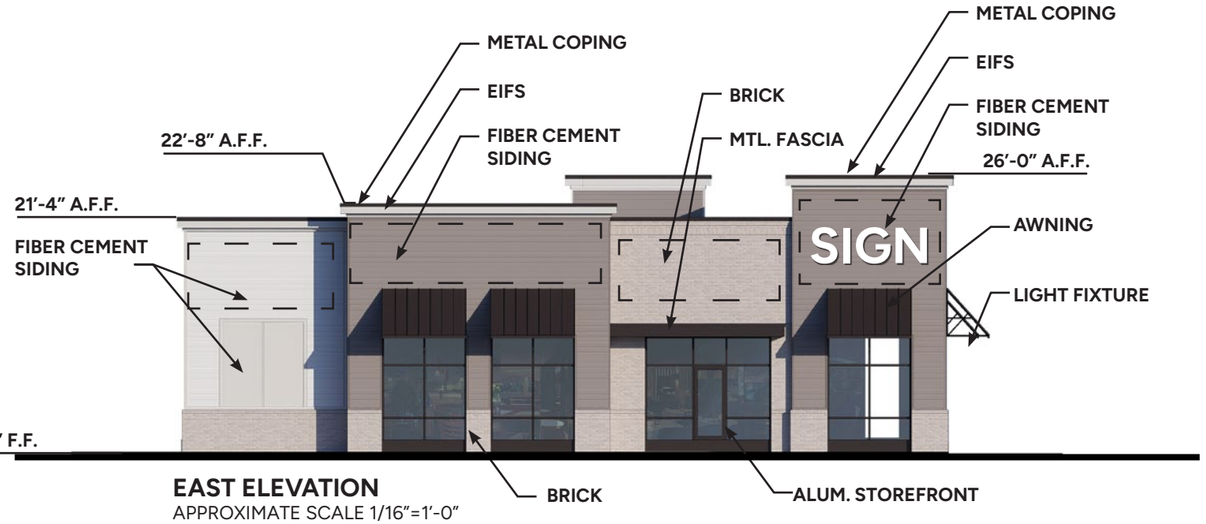
Typical Parapet Height: 21′-4″

Building Area: +/-2,490 SF

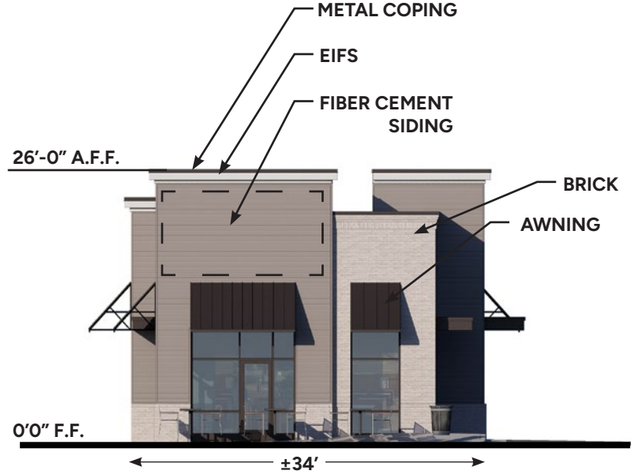
Signage Allowance
Frontage Length: 73.2 Linear Feet
Total Signage Allowed: 146 SF within signable areas of facade



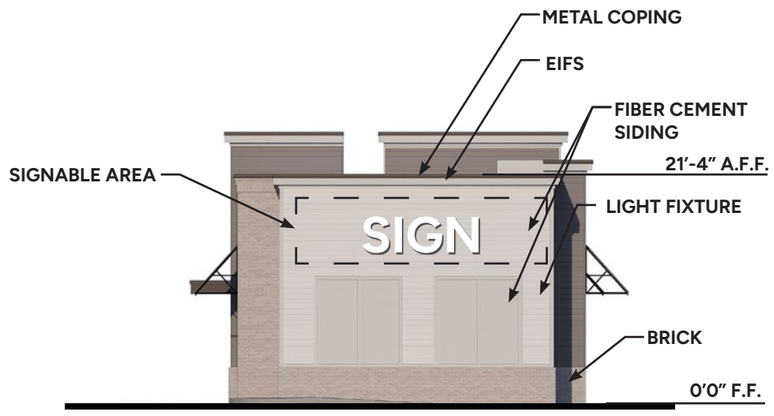
WEST ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



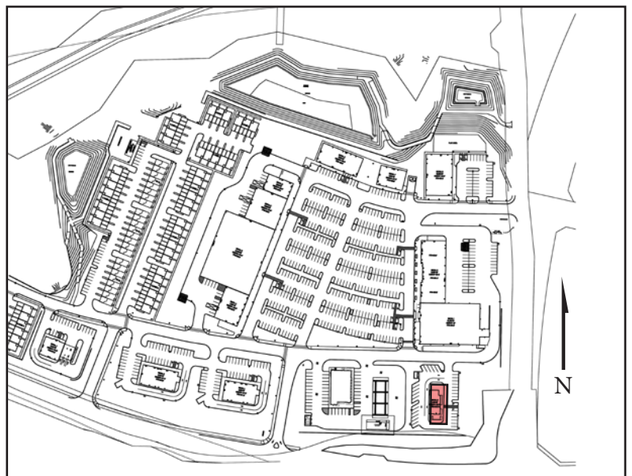
EAST ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″



NORTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″

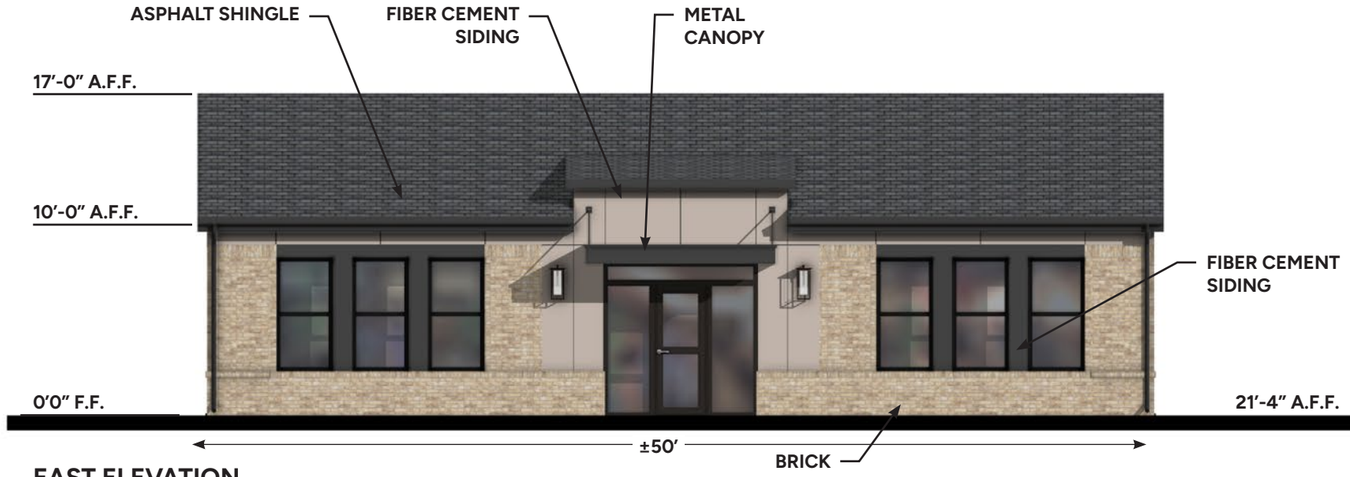


SOUTH ELEVATION
APPROXIMATE SCALE 1/16″=1′-0″

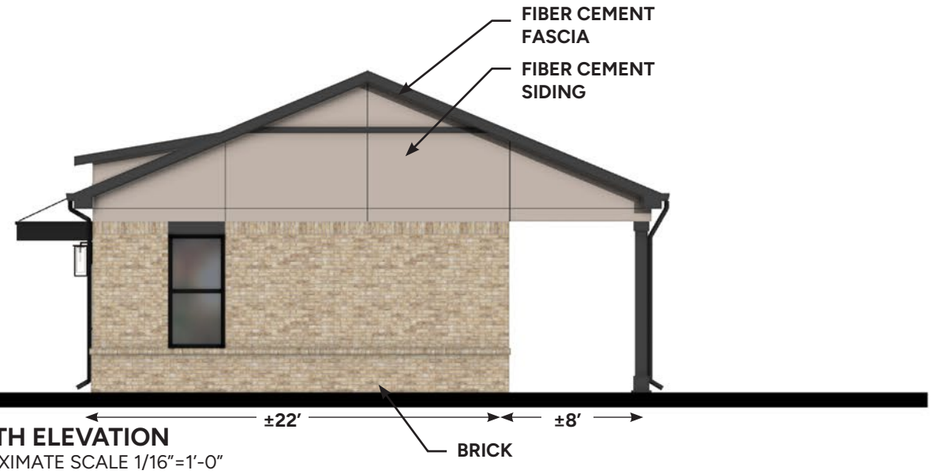


Note: Key Plan For building location reference only. Refer to civil plans for site details

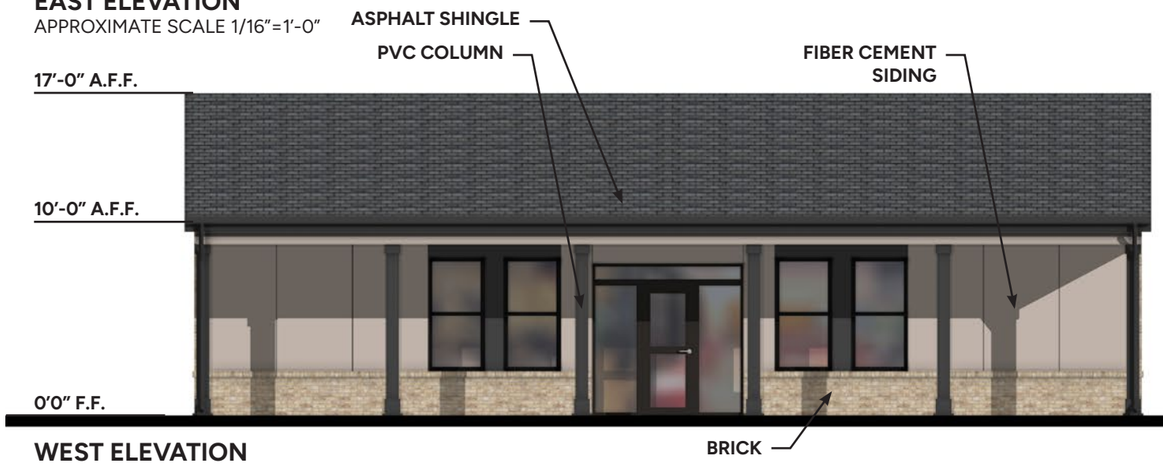
Note: For Illustration Only. Building Design Per Future Tenant



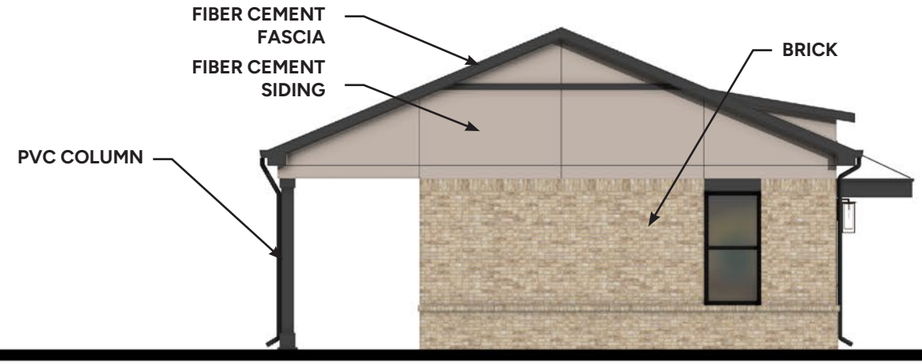
EAST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



NORTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



WEST ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"



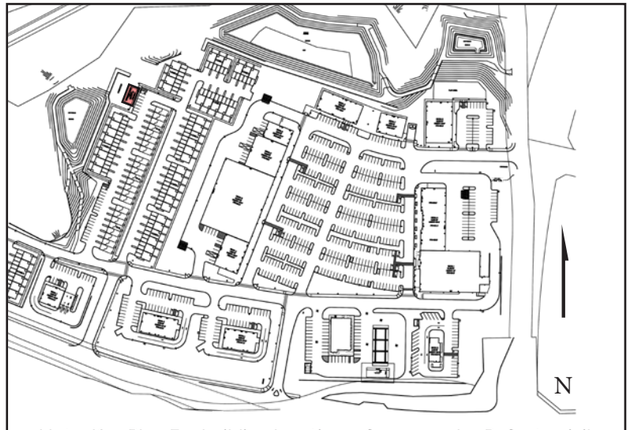
SOUTH ELEVATION
APPROXIMATE SCALE 1/16"=1'-0"

Note: For Illustration Only. Final building dimensions and door/window locations may change according to final amenites program. Finishes to match approved residential building finishes.

Residential Community Building

Approximate Height: 17'-0"

Building Area: +/-1.100 SF



Note: Key Plan For building location reference only. Refer to civil plans for site details

Westphalia Town Center
Prince George's County, MD

RESIDENTIAL COMMUNITY BUILDING
CONCEPTUAL ELEVATIONS

Note: For conceptual illustration only. Design, dimensions, colors, materials, and the location of signs and doors are subject to change. Signs shown do not represent proposed sign dimensions.

DSP SUBMISSION
Conceptual Building and Sign Elevations

25050.00
8.28.2026

Bignell Watkins Hasser
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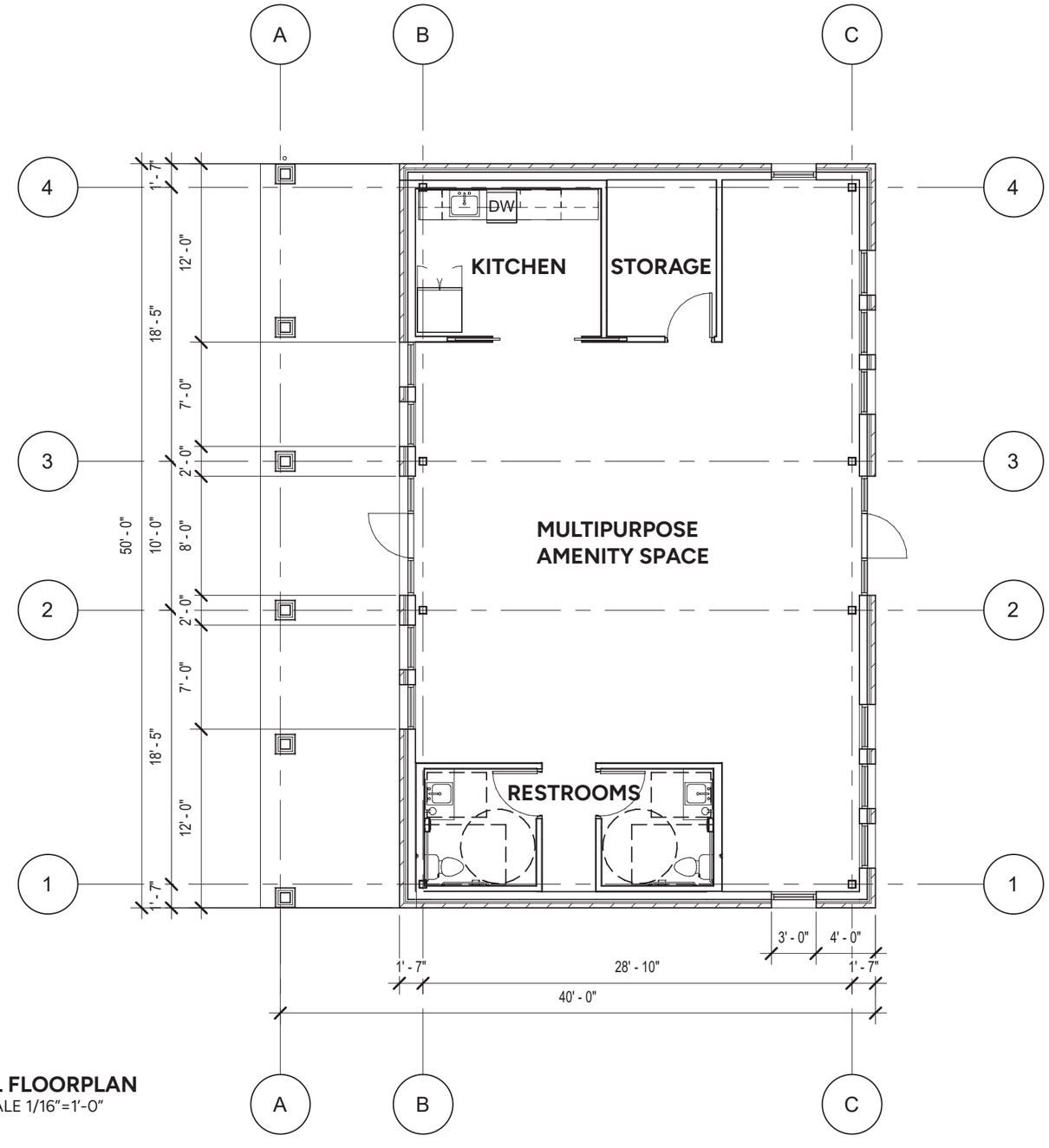
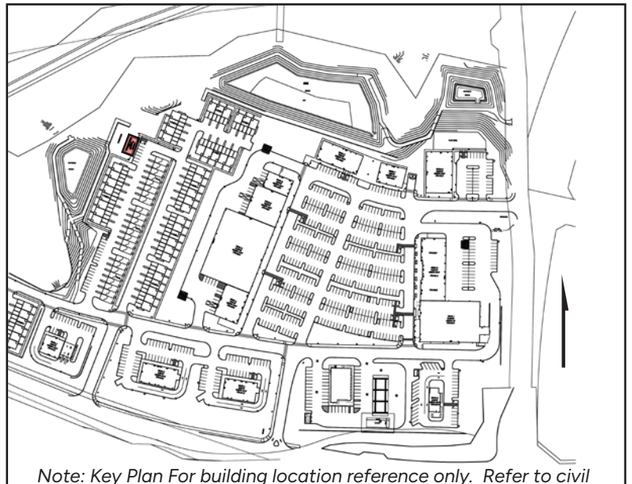
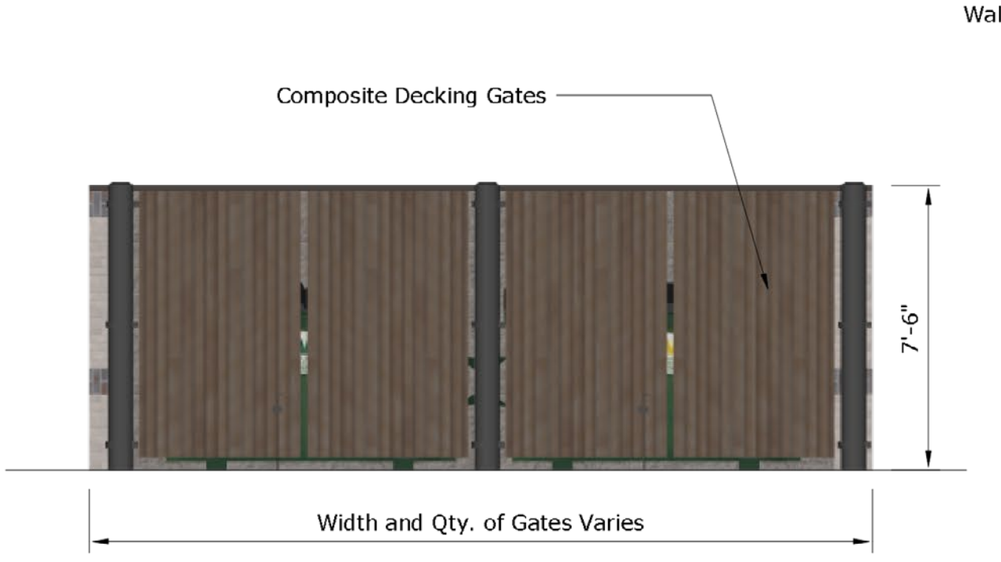


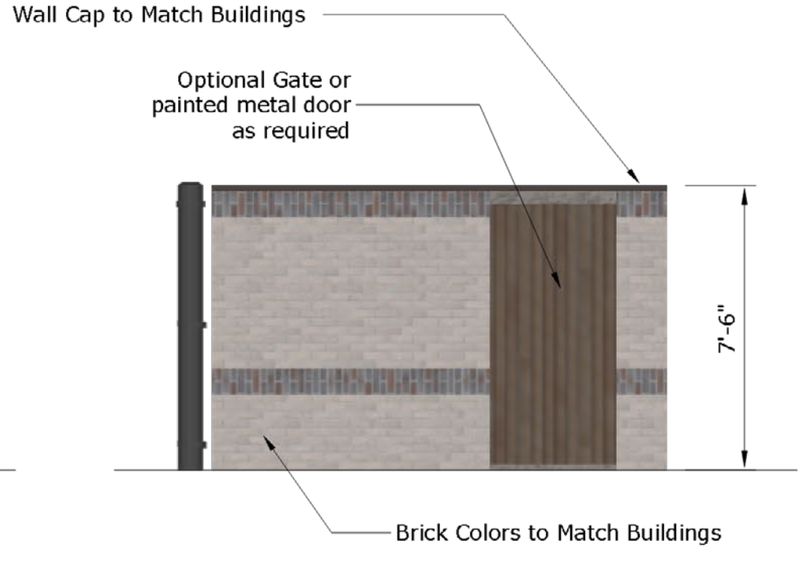
CONCEPTUAL FLOORPLAN
APPROXIMATE SCALE 1/16"=1'-0"

Note: For Illustration Only. Final building dimensions and door/window locations may change according to final amenites program.



Note: Key Plan For building location reference only. Refer to civil plans for site details

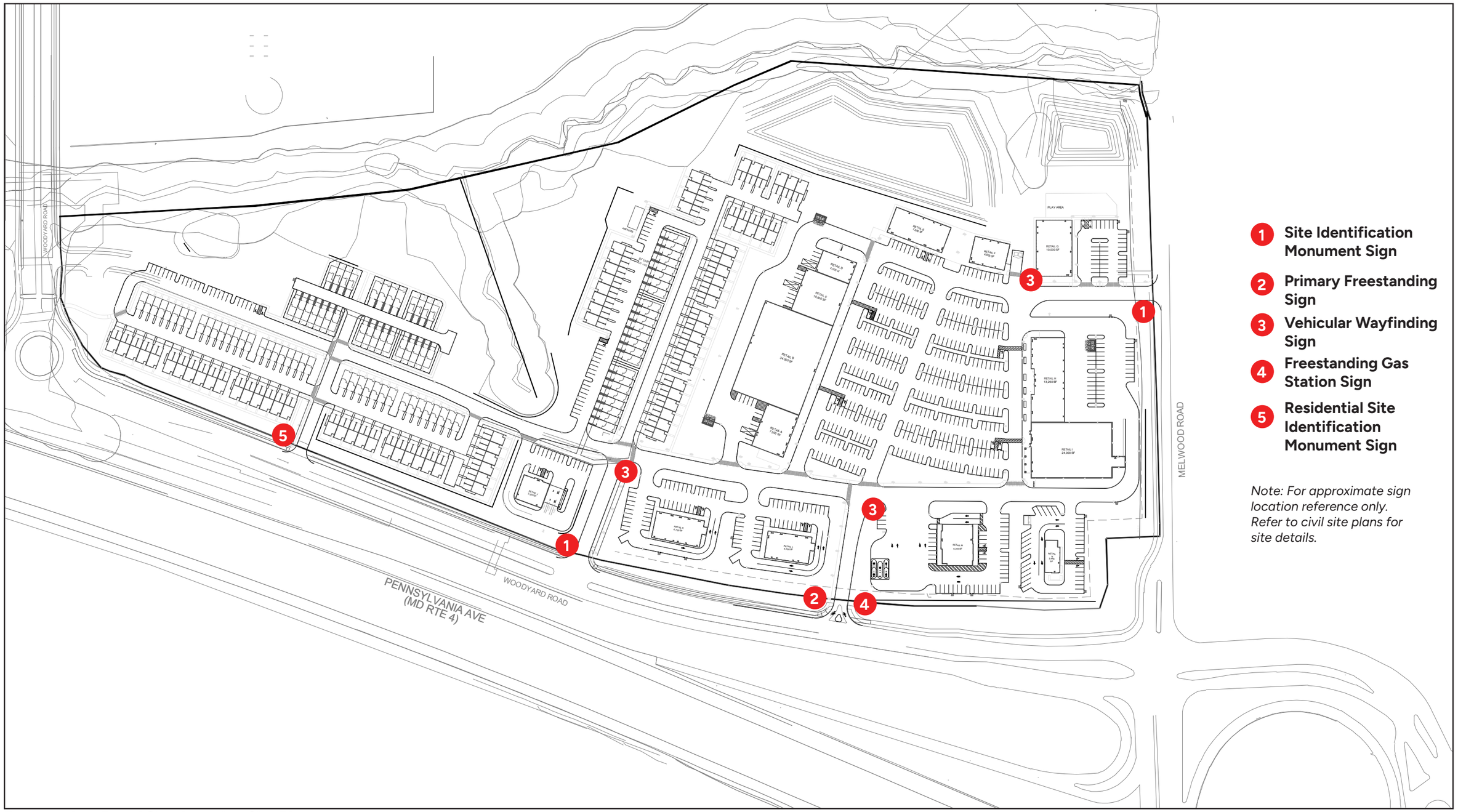








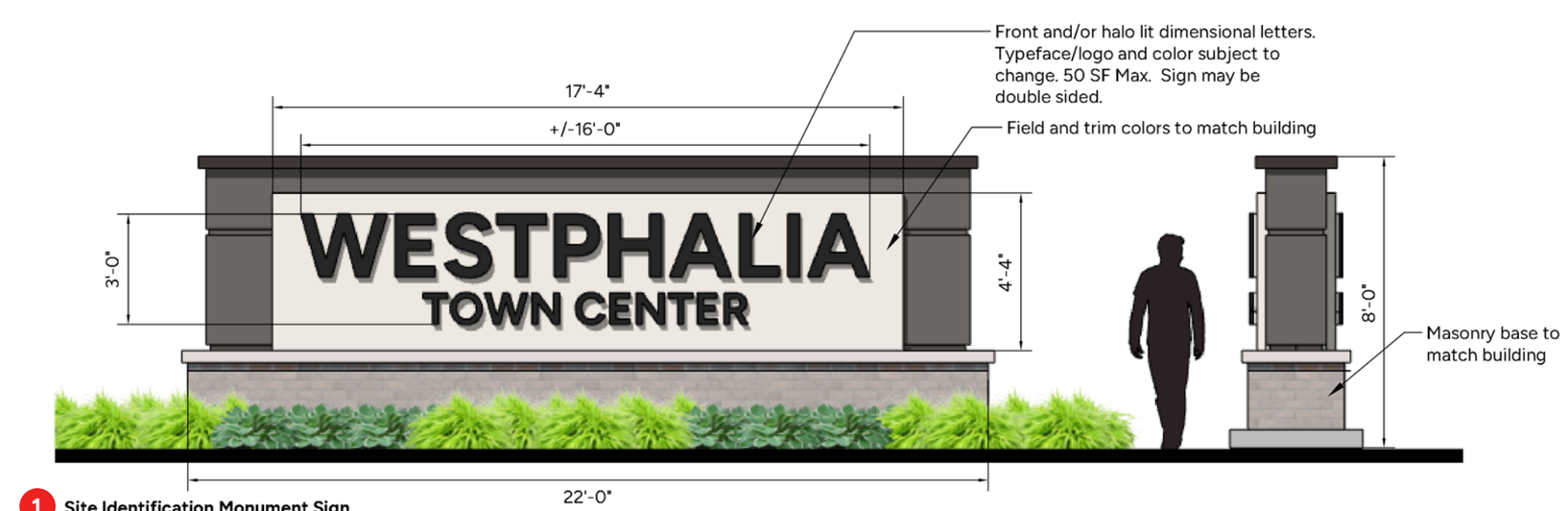
Typical Dumpster Enclosure Elevations
Scale: 1/4"=1'-0"



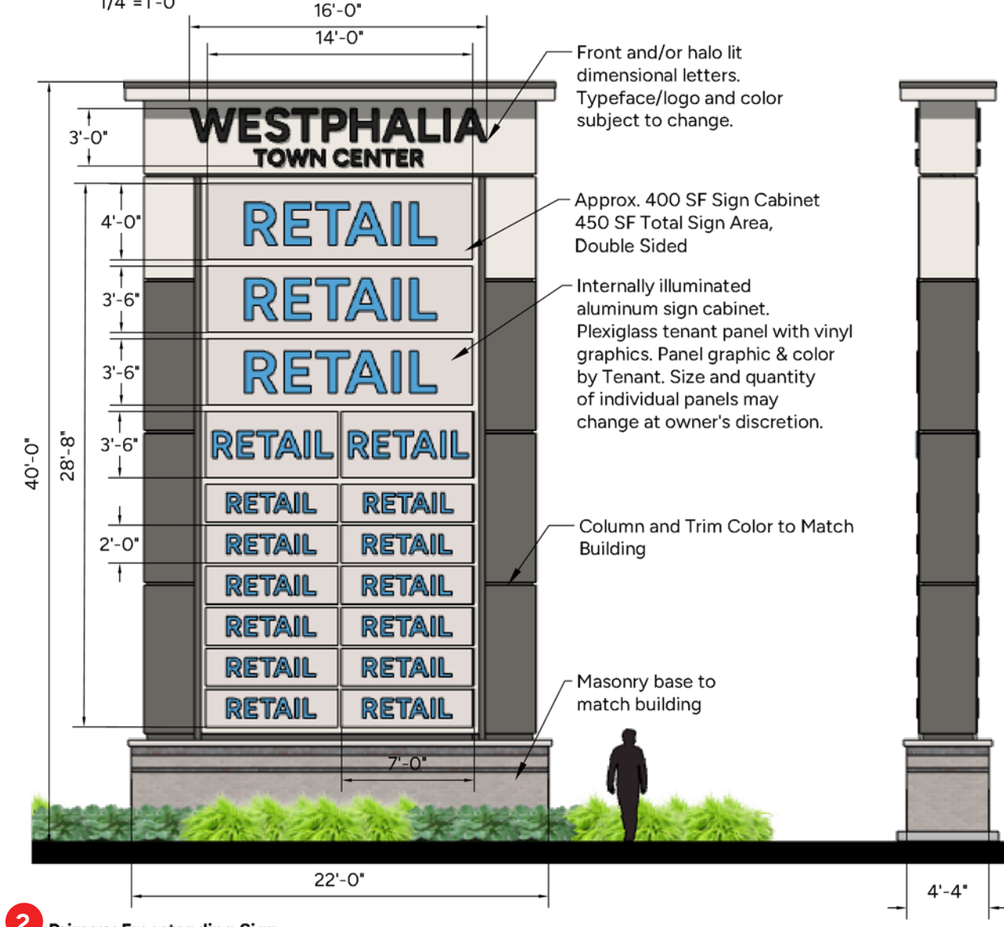
1. **Site Identification Monument Sign**
2. **Primary Freestanding Sign**
3. **Vehicular Wayfinding Sign**
4. **Freestanding Gas Station Sign**
5. **Residential Site Identification Monument Sign**

Note: For approximate sign location reference only. Refer to civil site plans for site details.

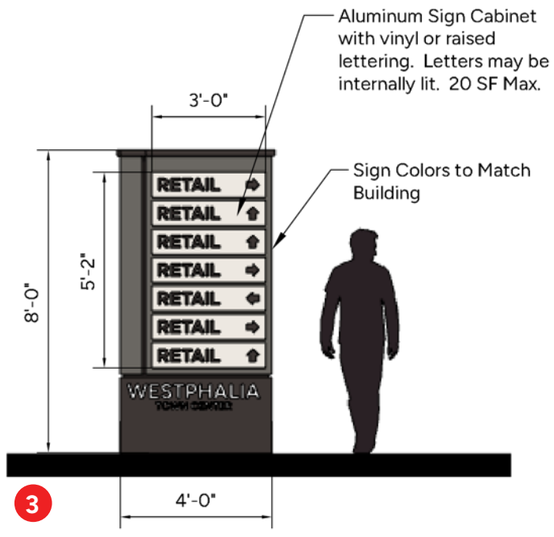
Freestanding Retail Sign Location Site Plan
NTS



1 **Site Identification Monument Sign**
1/4"=1'-0"



2 **Primary Freestanding Sign**
1/8"=1'-0"



3 **Vehicular Wayfinding Sign**
1/4"=1'-0"

Westphalia Town Center
Prince George's County, MD

Freestanding Retail Signs

Note: For conceptual illustration only. Design, dimensions, colors, materials, and the location of signs and doors are subject to change. Signs shown do not represent proposed sign dimensions.

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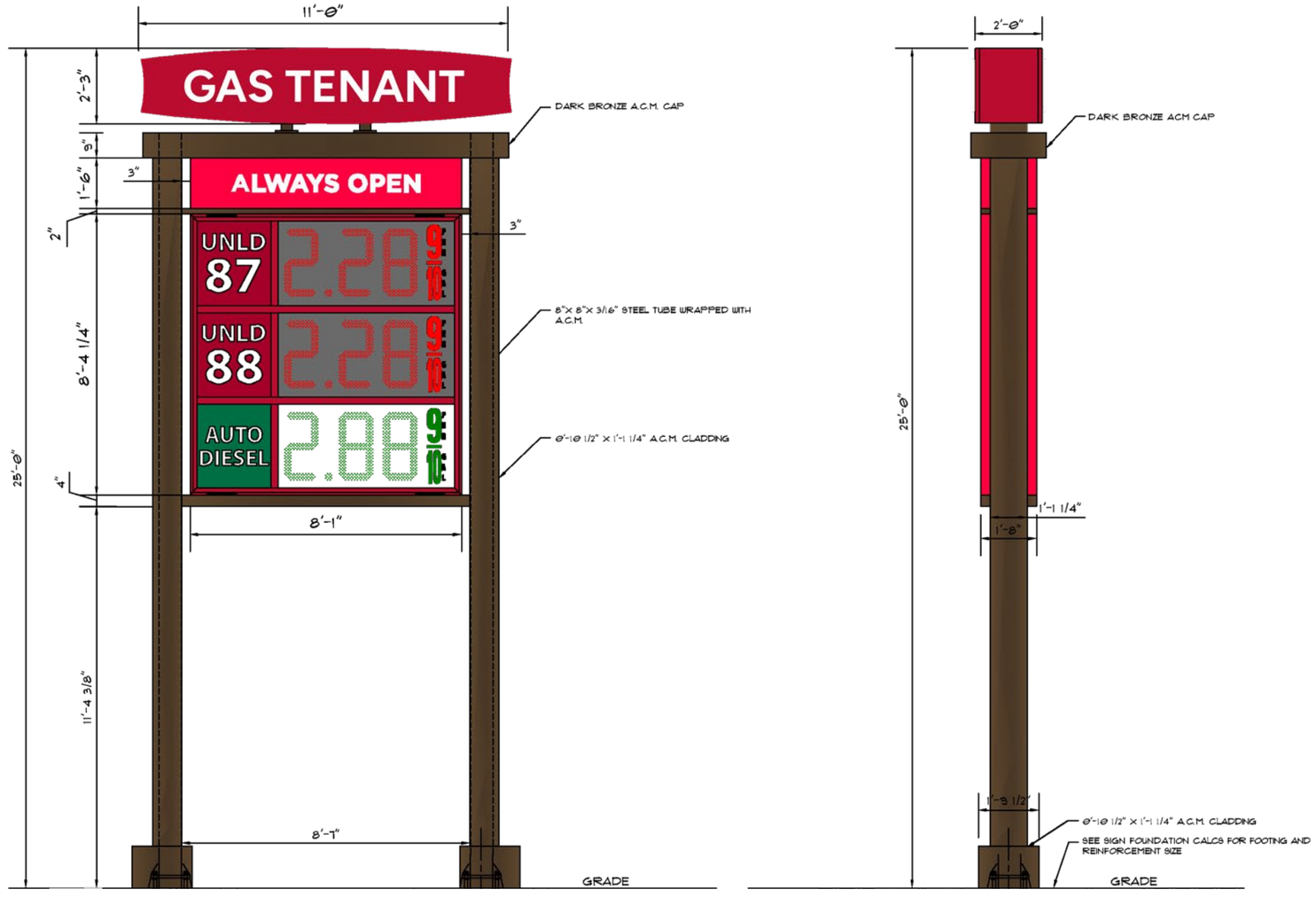
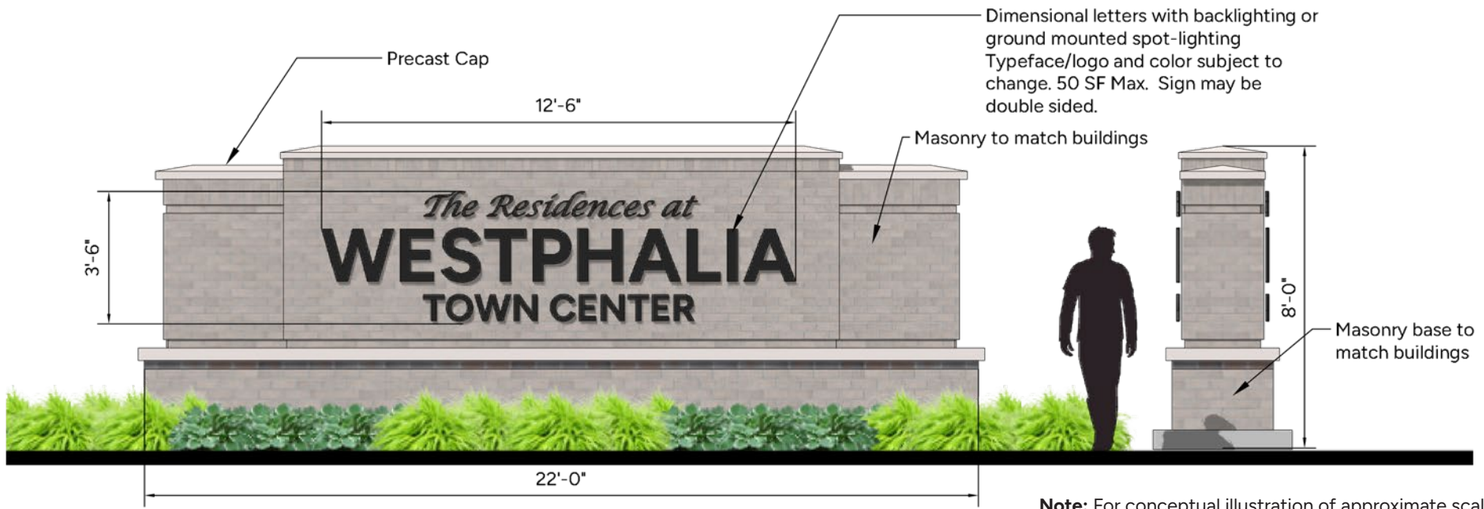


4 **Freestanding Gas Station Sign**
1/4 = 1'-0"



5 **Residential Site Identification Monument Sign**
1/4"=1'-0"

Note: For conceptual illustration of approximate scale and materials only, sign design and development branding subject to change. Sign finishes to match building finishes.

Material Selections

Note: Finishes shown are conceptual selections of the retail building materials only. All products subject to substitution with substantially equivalent products.

Paint - PPG 1009-1 "Tundra Frost"



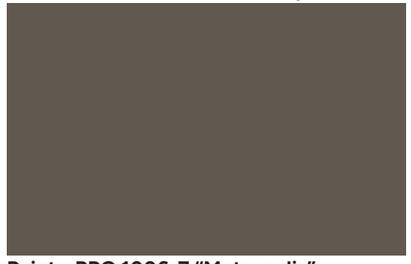
Paint - PPG 1142-6 "Jericho Jade"



Paint - PPG 1000-5 "Bear Cub"



Paint - PPG 1024-4 "Moth Gray"



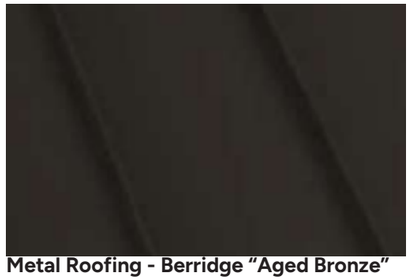
Paint - PPG 1006-7 "Metropolis"



Stone - Coronado "Monarch"



Wood - Stained Flood "707 Tobacco"



Metal Roofing - Berridge "Aged Bronze"



Stone - Coronado 900 Series "Grey"



Wood-Look Fiber Cement Cladding
Nichiha Vintagewood Cedar



Palmetto Brick - Whitestone



Watsontown Med. Grey Wirecut



Yankee Hill Dark Ironspot Velour



Painted Split Face CMU
PPG 1024-4 "Moth Gray"



Painted Split Face CMU
PPG 1000-5 "Bear Cub"

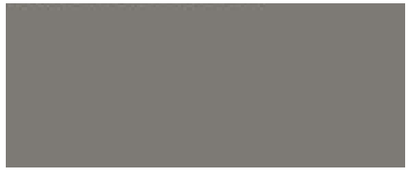
Fiber Cement Siding -
James Hardie - Arctic White



Fiber Cement Siding -
James Hardie - Light Mist



Fiber Cement Siding -
James Hardie - Navajo Beige



Fiber Cement Siding -
James Hardie - Aged Pewter



Fiber Cement Siding -
James Hardie - Gray Slate



Fiber Cement Siding -
James Hardie - Rich Espresso

EIFS/PAINT - Sherwin Williams Shoji White



EIFS/PAINT - Benjamin Moore Fieldstone



EIFS/PAINT - Benjamin Moore River Reflections



EIFS/PAINT - Sherwin Williams Gauntlet Gray



EIFS/PAINT - Sherwin Williams Caviar



Metal Storefront, Coping & Fascia - Dark Bronze

Building M - Exterior Finishes



(1): BRICK VENEER
MFR: CONTINENTAL BRICK CO.
FIN: 0/S 680 MOD



(3): CAST STONE MASONRY VENEER
MFR: ADAMS, AN OLDCASTLE COMPANY
FIN: CRAB ORCHARD
MAT: AGGREGATES



(5): ARCHITECTURAL CANOPY, REGAL RED
MFR: MAPES
FIN: REGAL RED, PREMIUM TWO-COAT KYNAR



(8): METAL COPING, DARK BRONZE
(13): DOWNSPOUT, DARK BRONZE
(19): STEEL ROOF LADDER AND CRANKY POST, DARK BRONZE
(20): STANDARD THROUGH WALL SCUPPER WITH CONDUCTOR HEAD AND DOWNSPOUT, DARK BRONZE
(22): ALUMINUM STOREFRONT SYSTEM, DARK BRONZE
(27): HOLLOW METAL DOOR AND FRAME



(2): CAST STONE SILL
MFR: ADAMS, AN OLDCASTLE COMPANY
FIN: CRAB ORCHARD



(6): BRICK PAVER WALKWAY
MFR: CLOUD CERAMICS



(10): STANDING SEAM METAL ROOF
MFR: PAC-CLAD PETERSON, A CARLISLE COMPANY
FIN: CARDINAL RED
(12): GUTTER, RED
(15): SHED-STYLE AWNING

SITE FURNISHING SELECTIONS

Note:
Site Furnishings shown are for conceptual illustration only and subject to replacement with substantially equivalent products. Tenants may provide outdoor furnishings in their designated outoor patio areas that vary from shown.



Victor Stanley Milan Chair and Round Cafe Table silver/grey



Thomas Steele Lofty Receptacle Silver/Grey



Maglin 970 Backless Bench Silver/Grey



Victor Stanley Freesia Bike Rack silver/grey

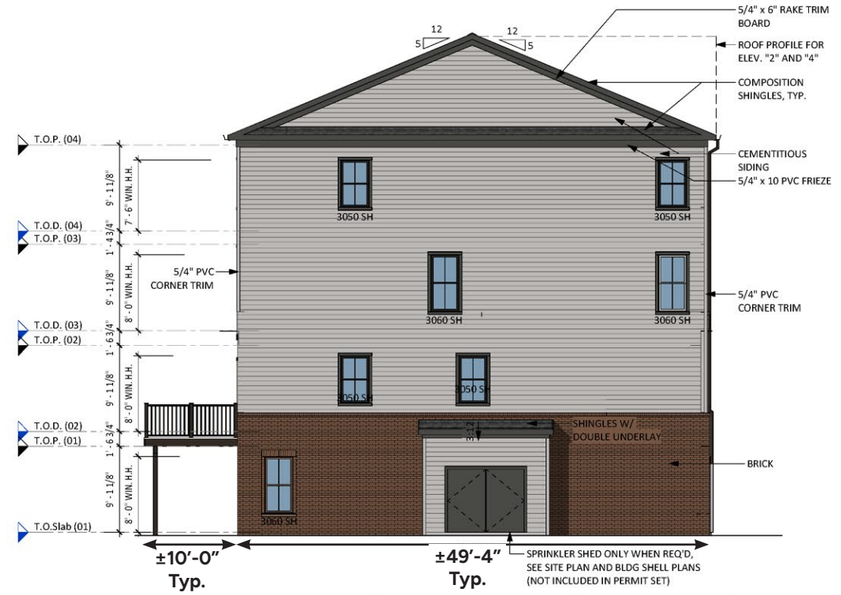


Typical Front Elevation Type 1
Scale: 1/16"=1'-0"

PROPOSED EXTERIOR FINISHES

Siding: Cementitious on front sides, and rear
Masonry: Brick on front, sides, and rear with min. 60% coverage on building string.
Roofing:
-Main Roof - Asphalt Composition Shingles
-Bay Windows - TPO Membrane

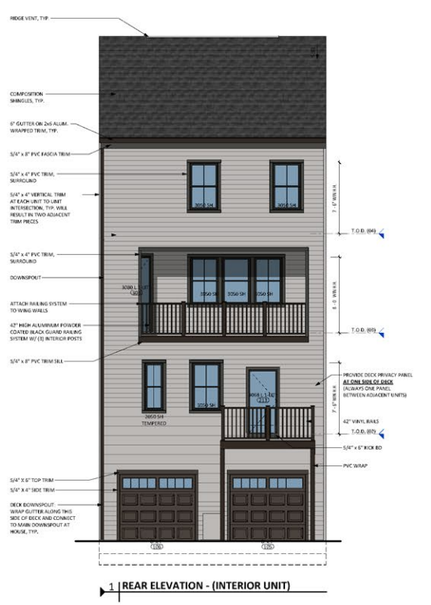
Trims - PVC or Equiv. typical on doors and Siding
Rear Decks: Composite Decking with Vinyl Rails
Garage Door: Steel



Typical Side Elevation (High Vis) - Type 1 (Type 2 Similar)
Scale: 1/16"=1'-0"



Typical Front Elevation Type 2
Scale: 1/16"=1'-0"



Typical Rear Elevation (High Vis) - Type 1 and 2
Scale: 1/16"=1'-0"

Westphalia Town Center
Prince George's County, MD

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Typical Front Elevation Type 1
Scale: 1/16"=1'-0"

PROPOSED EXTERIOR FINISHES

Siding: Cementitious on front sides, and rear
Masonry: Brick on front, sides, and rear with min. 60% coverage on building string.
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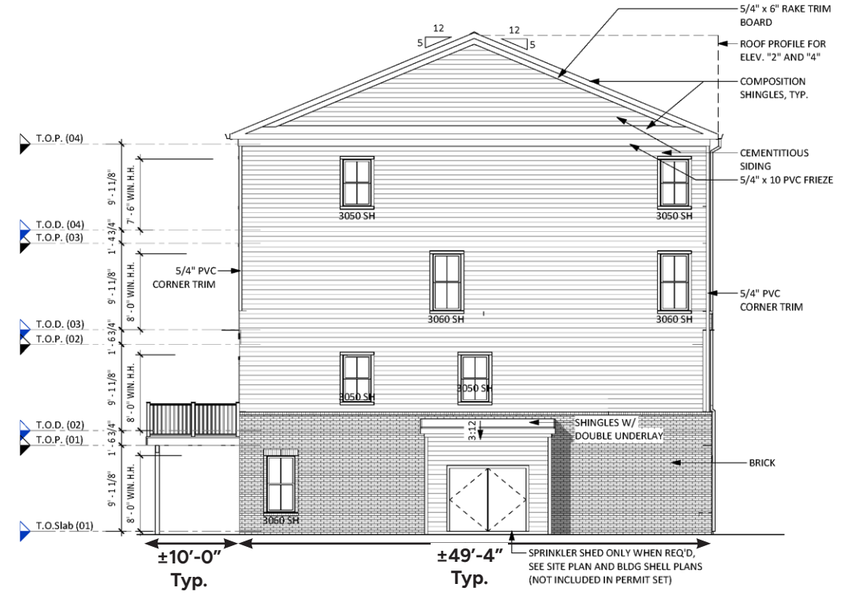
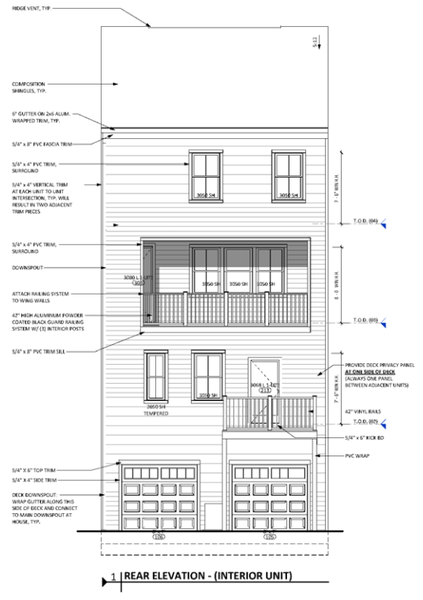
-Bay Windows - TPO Membrane

Trims - PVC or Equiv. typical on doors and Siding
Rear Decks: Composite Decking with Vinyl Rails
Garage Door: Steel



Typical Side Elevation (High Vis) - Type 1 (Type 2 Similar)
Scale: 1/16"=1'-0"

Typical Front Elevation Type 2
Scale: 1/16"=1'-0"



Typical Rear Elevation (High Vis) - Type 1 and 2
Scale: 1/16"=1'-0"

Westphalia Town Center
Prince George's County, MD

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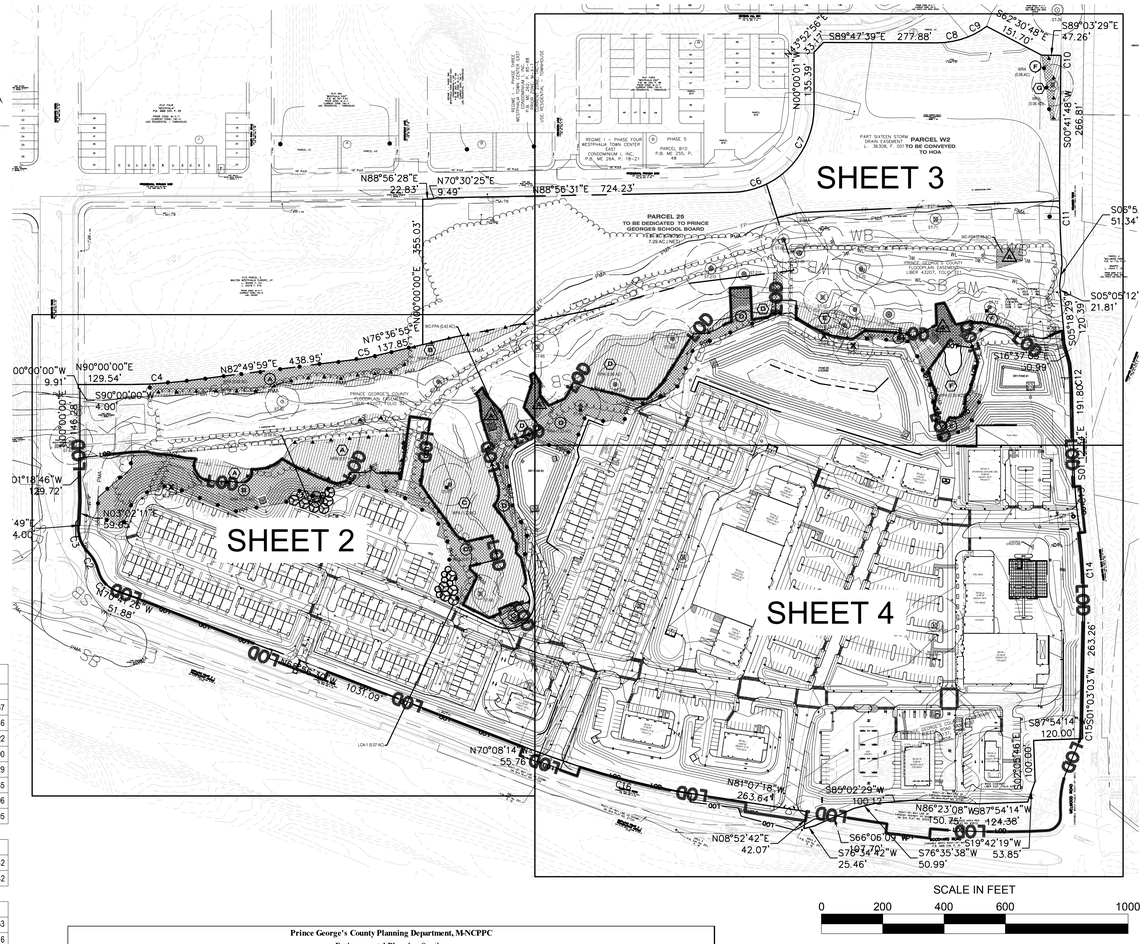
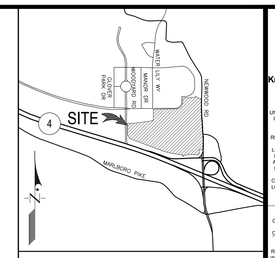
DSP-2026-0013
WESTPHALIA TOWN CENTER
TREE CONSERVATION PLAN - TYPE 2
TCP2-2026-0060





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

811 Know what's **below.** **Call** before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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LEGEND

- PROPERTY BOUNDARY
- R-R / R-T — EX. ZONE LINE
- EX. CONTOUR (2')
- EX. CONTOUR (10')
- PROP. CONTOUR (2')
- PROP. CONTOUR (10')
- LOD — LIMIT OF DISTURBANCE
- EX. TREELINE
- PMA — PRIMARY MANAGEMENT AREA (PMA)
- REGULATED STREAM (CENTERLINE)
- T.O.B. / T.O.B. — REGULATED STREAM (TOP OF BANK)
- SB — STREAM BUFFER (50')
- NONTIDAL WETLAND
- WL / WB — EX. WETLAND BUFFER (25')
- EX. EASEMENT
- TPF — TREE PROTECTION FENCE (TEMPORARY)
- PPF — TREE PROTECTION FENCE (PERMANENT)
- CLEARED FLOODPLAIN AREA (C-FP)
- WOODLAND PRESERVATION AREA (WPA)
- WOODLAND REFORESTATION/ AFFORESTATION AREA (WRA)
- SPECIMEN, CHAMPION, HISTORIC TREE PREVIOUSLY REMOVED
- SPECIMEN, CHAMPION, HISTORIC TREE PROPOSED FOR REMOVAL
- SPECIMEN, CHAMPION, HISTORIC TREE TO BE SAVED
- WOODLAND PRESERVATION SIGN
- REFORESTATION/ AFFORESTATION SIGN
- SPECIMEN TREE SIGN

GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	Current: TAC-E Prior: M-X-T
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	100-A1
Administrative	WSSC Grid (Sheet 20)	207SE09
Administrative	Planning Area (Plan Area)	678 Westphalia
Administrative	Election District (ED)	15
Administrative	Councilmanic District (CD)	6
Administrative	General Plan 2002 Tier (Tier)	Developing
Administrative	General Plan Growth Policy (2035)	Established Communities
Administrative	Police District	VIII

SPECIMEN TREE TABLE FOR WESTPHALIA RETAIL ONLY

Specimen Trees

Tree No.	Common Name	Latin Name	Diameter at Breast Height (DBH)	Condition Rating	Condition	Comments	Disposition
25	Sweetgum	Liquidambar styraciflua	34			Removed*	Removed**
52	Beech	Fagus grandifolia	42			Not Found	Removed**
53	Yellow Poplar	Liriodendron tulipifera	48			Removed*	Removed**
54	Beech	Fagus grandifolia	54	53	Poor	Root, trunk & top damage, decay, cavities, vines, poor branching, dieback	Save
55	Beech	Fagus grandifolia	33	78	Fair	Trunk & top damage, decay, included bark, dieback	Save
56	Beech	Fagus grandifolia	33	84	Good	Trunk & top damage, decay, included bark, dieback	Save
57	Yellow Poplar	Liriodendron tulipifera	31			Not Found	Removed**
58	Beech	Fagus grandifolia	37			Removed*	Removed**
59	Beech	Fagus grandifolia	33			Removed*	Removed**
60	Beech	Fagus grandifolia	31	72	Fair	Root, trunk & top damage, decay, cavities, vines, poor branching, dieback	Removed**
61	Beech	Fagus grandifolia	34	78	Fair	Trunk & top damage, decay, included bark, dieback	Save
62	Yellow Poplar	Liriodendron tulipifera	28	69	Poor	Root, trunk & top damage, V-fork, included bark, poor branching	Save
63	Yellow Poplar	Liriodendron tulipifera	33			Removed*	Removed**
64	Red Maple	Acer rubrum	35	66	Poor	Root, trunk & top damage, decay, dieback, included bark, poor branching	Save
65	Red Maple	Acer rubrum	35	56	Poor	Root, trunk & top damage, decay, dieback, included bark, poor branching	Removed**
66	Red Maple	Acer rubrum	33			Removed*	Removed**
69	Red Maple	Acer rubrum	46	72	Fair	Root, trunk & top damage, decay, dieback, included bark, poor branching	Save
70	Red Maple	Acer rubrum	35	72	Fair	Root, trunk & top damage, decay, dieback, included bark, poor branching	Save
71	Red Maple	Acer rubrum	37			Removed*	Removed**
72	Beech	Fagus grandifolia	33	72	Fair	Root, trunk & top damage, decay, dieback, included bark, poor branching, included bark	Save
207	Red Maple	Acer rubrum	35	59	Poor	Root, trunk & top damage, decay, dieback, included bark, poor branching	Remove
208	Yellow Poplar	Liriodendron tulipifera	33	78	Fair	Root, trunk & top damage, decay, dieback, included bark, poor branching	Save
209	Beech	Fagus grandifolia	33	84	Good	Root, trunk & top damage, decay, dieback, included bark, poor branching	Save
210	Yellow Poplar	Liriodendron tulipifera	33	72	Fair	Root, trunk & top damage, decay, cavity, dieback, poor branching	Remove
211	Yellow Poplar	Liriodendron tulipifera	33	91	Excellent	Top damage, decay, dieback, poor branching, vines	Remove

NOTES:

1. (*)PREVIOUSLY APPROVED FOR REMOVAL WITH TCP1-014-08-01 (APPROVED 1/28/2011), NOT YET REMOVED.
2. (**)PREVIOUSLY APPROVED FOR REMOVAL AND/OR CONFIRMED AS REMOVED ON NRI UPDATE NRI-094-2006-02 (APPROVED 7/11/2019)
3. THREE TREES (ST-207, ST-210, AND ST-211) WERE APPROVED TO BE REMOVED WITH TCP2-039-2023. THIS SITE IS GRANDFATHERED IN FROM VARIANCE REQUIREMENTS BECAUSE IT IS SUBJECT TO THE 1993 WOODLAND CONSERVATION ORDINANCE.
4. SIX TREES (ST-54, ST-56, ST-66, ST-72, ST-208, ST-209) WILL RECEIVE CRITICAL ROOT ZONE IMPACTS DUE TO IMPLEMENTATION OF THIS PLAN. PLEASE REFER TO SHEET 5 OF 5 FOR THE ROOT PRUNING DETAIL WHICH ILLUSTRATES THE METHODOLOGY TO REDUCE IMPACT AND ENSURE THE BEST CHANCE FOR SURVIVAL.

Individual TCP2 with Previously Approved TCP1 or TCP2
Woodland Conservation Worksheet for Prince George's County

SECTION I -- Establishing Site Information (Enter acres for each zone)

Zone:	M-X-T		
Gross Tract:	65.88		
Floodplain:	9.92		
Previously Dedicated Land:	0.00		
Net Tract (NTA):	55.96	0.00	0.00
Property Description or Subdivision Name:	Westphalia Town Center		
Current TCP Number:	2-2026-0060	Rev #	
Previous TCP Number:	2-039-2023	Rev #	
Site subject to the 2010 Ordinance (Y or N)	N		
Is this a priority funding area? (Y or N)	Y		

SECTION II - Determining Woodland Conservation Requirements (Enter acres in corresponding column)

					Net tract		Floodplain
Woodland Conservation Calculations:							
Acreage of Existing Woodland					7.01		6.80
Woodland Conservation Required for per TCPI or TCP2			14.40%		8.06		
Area of Woodland Cleared per previous TCP1 or TCP2					49.84		5.00
Area of Woodland Cleared per current TCP2					1.84		0.42
Area of Woodland above WCT not cleared by previous TCP1 or TCP2					5.17		
Additional Woodland Cleared by current TCP2			0.12				0.00
Does the TCPI show 2:1 replacement?			N				
Clearing above WCT (1/4:1 Replacement)			0.12	Replacement required =	0.03		
Clearing below WCT (2:1 Replacement)			0.00	Replacement required =	0.00		
Total Woodland Conservation Required :					8.09		

SECTION III-Meeting the Requirement (Enter acres in corresponding column)

Woodland Conservation Provided:	(acres)		
Woodland Preservation	3.95		
Reforestation / Afforestation	3.90	Bond amount:	$ 52,925.40
Natural Regeneration	0.00		
Landscape Credits	0.15		
Area approved for fee-in-lieu	0.09	Fee amount:	$1,176.12
Credits Received for Off-site Mitigation on another property	0.00		
Off-site Mitigation provided on this property	0.00		
Total Woodland Conservation Provided	8.09		

Area of net tract woodland not cleared 5.17 acres
Woodland retained not part of requirements: 1.22 acres

Prepared by: MP Date: Aug.27.26

Qualifications:

PROPERTY OWNERS AWARENESS CERTIFICATE

I/ We Walton Westphalia Development (USA) hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

SEE BELOW 8/27/2026
Owner Date

Walton Westphalia Development (USA), LLC, a Maryland limited liability company

By: Westphalia Dev. Corp., an Alberta (Canada) corporation
Its: Manager

By: Paul Bae
Name: Paul Bae
Title: Authorized Signatory

By: Todd Woodhead
Name: Todd Woodhead
Title: Authorized Signatory

Walton Westphalia Europe, LP, a Delaware Limited Partnership

By: Walton Westphalia Europe, LLC, a Maryland limited liability company
Its: General Partner

By: Walton Land Management (USA), Inc., a Delaware corporation
Its: Manager

By: Paul Bae
Name: Paul Bae
Its: Authorized Signatory

WOODLAND SUMMARY TABLE:

WOODLAND PRESERVATION (WPA)		
	WPA A	0.67
	WPA B	0.46
	WPA C	1.22
	WPA D	0.90
	WPA E	0.29
	WPA F	0.35
	WPA G	0.06
TOTAL WPA		3.95
WOODLAND CLEARING (WP-FP)		
	WC-FP A	0.42
TOTAL WC-FP* **		0.42
WOODLAND AFFORESTATION / REFORESTATION (WRA)		
	WRA A	0.53
	WRA B	1.16
	WRA C	0.51
	WRA D	1.23
	WRA E	0.41
	WRA F	0.06
TOTAL WRA		3.90
LANDSCAPE CREDIT AREA (LCA)		
	LCA-1	0.08
	LCA-2	0.07
TOTAL LCA		0.15
WOODLAND CLEARING (WCA)		
	WCA AA	1.96
TOTAL WCA		**1.96**

***WC-FP Areas are the same as the PMA Impact Areas

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE [*1 or 2*] TREE CONSERVATION PLAN APPROVAL HISTORY

TCP [*1 or 2*] No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-029-12	-			Multiple	Westphalia Town Center	TCP1-014-08	Project Phases
TCP2-039-2023		Kim Finch	5/9/2025	DSP-22042	Westphalia Town Center	TCP1-014-08	Initial Approval Section 7
TCP2-2026-0060				DSP-2026-0013	Westphalia Town Center	TCP1-014-08	Layout Change

Table A-X TCP Site Statistics Table

Site or Project Statistics	Total[1]
Gross tract or project area (based on LOD)	65.88 AC.
Existing 100-year floodplain	9.92 AC
Net tract or project area	5.96 AC.
Existing woodland in net tract or project area	7.01 AC.
Existing woodland in the floodplain	6.80 AC.
Existing woodland total	13.81 AC.
Delineated Primary Management Area (PMA)	14.02 AC.
Regulated Stream Buffers in Transit-Oriented Centers (T-O-C)	
Regulated Streams (linear feet of centerline)	3,216.97 l.f.
Regulated Stream Buffer (75-feet-wide)	
Unforested Regulated Stream Buffer	
Regulated Stream Buffers not in Transit-Oriented Centers (T-O-C)	
Regulated Streams (linear feet of centerline)	l.f.
Regulated Stream Buffer (100-feet-wide)	
Unforested Regulated Stream Buffer	

Effective: July 1, 2024 CB-20-2024 and CB-22-2024

1. *Figures are to be provided in acres rounded to the nearest 1/100th unless otherwise indicated*
2. *Acreage of on-site woodland up to 100 feet measured from the stream centerline or from the top of bank on both sides of all regulated streams*

WOODLAND CONSERVATION ACT TABLE:

Forest Conservation Act Reporting Information (Change Table)

	Original Approval	Revision Number (-01)	Revision Number (-02)	Cumulative Change
Net Tract (Areas)	55.96	55.96		
Existing Woodland (Acres) in Net Tract	7.01	7.01		
Woodland Cleared (Acres)	1.84	1.96		
Woodland Retained On-Site (Acres)	4.00	3.95		
Woodland Planted On-Site (Acres)	1.26	3.90		
On-Site Woodland Easement / Preservation and Planting (Acres)	5.26	7.85		
On-Site Wooded Floodplain in Easement (Acres)	6.38	6.38		
Bond Amount	$16,465.68	$52,925.40		
Fee-In-Lieu Amount	$0.00	$1,176.12		
50' Stream Buffers Conserved (Preservation) - Acreage	6.21	6.21		
50' Stream Buffers Newly Established (Afforestation) - Linear Length	0.00	0.00		
50' Stream Buffers Newly Established (Afforestation) - Acreage	0.00	0.00		
Off-Site Woodland Conservation Credits Required (Acres)	2.80	0		
Off-Site Woodland Conservation Credits Provided (Acres)	2.80	0		

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Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

Aug.27.2026 DATE
MP
Mike Petrokis
Qualified Professional
COMAR 08.19.06.01

SHEET 1 OF 5

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ELECTION DISTRICT # 15
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UPPER MARLBORO, MD 20772
DSP-2026-0013
TREE CONSERVATION PLAN - TYPE 2

DATE FEBRUARY 2026
REVISIONS

DR. HZ CH. MP
P.M.
JOB 25007033
SHEET NO. 54.001-Z

812

K:\DOCUMENTS\WESTPHALIA PARCELS & ARCHIVE\PLAN SETS\TCP2\PLAN\TCP2 LAYOUT.DWG 8/26/2026 7:56 AM KYLE.TOLIVER



PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONT.	NATIVE
ORNAMENTAL TREES						
AC	2	Amelanchier canadensis	Shadblow Serviceberry	1 1/2 - 2" Cal.	B&B/Cont.	NATIVE
CP	3	Crataegus phaenopyrum	Washington Hawthorn	1 1/2 - 2" Cal.	B&B/Cont.	NATIVE
MS	10	Magnolia virginiana	Sweetbay Magnolia	1 1/2 - 2" Cal.	B&B/Cont.	NATIVE
SHADE TREES						
QH	12	Quercus phellos	Willow Oak	2 1/2 - 3" Cal.	B&B	NATIVE
QR	6	Quercus rubra	Red Oak	2 1/2 - 3" Cal.	B&B	NATIVE

SCALE IN FEET
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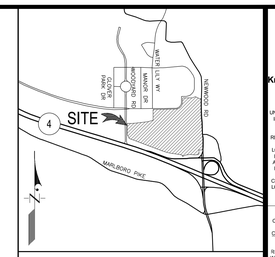
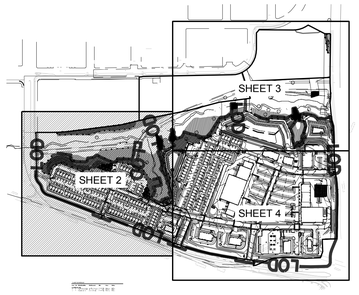


VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



KEY MAP
NTS

LEGEND

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SHEET 2 OF 5

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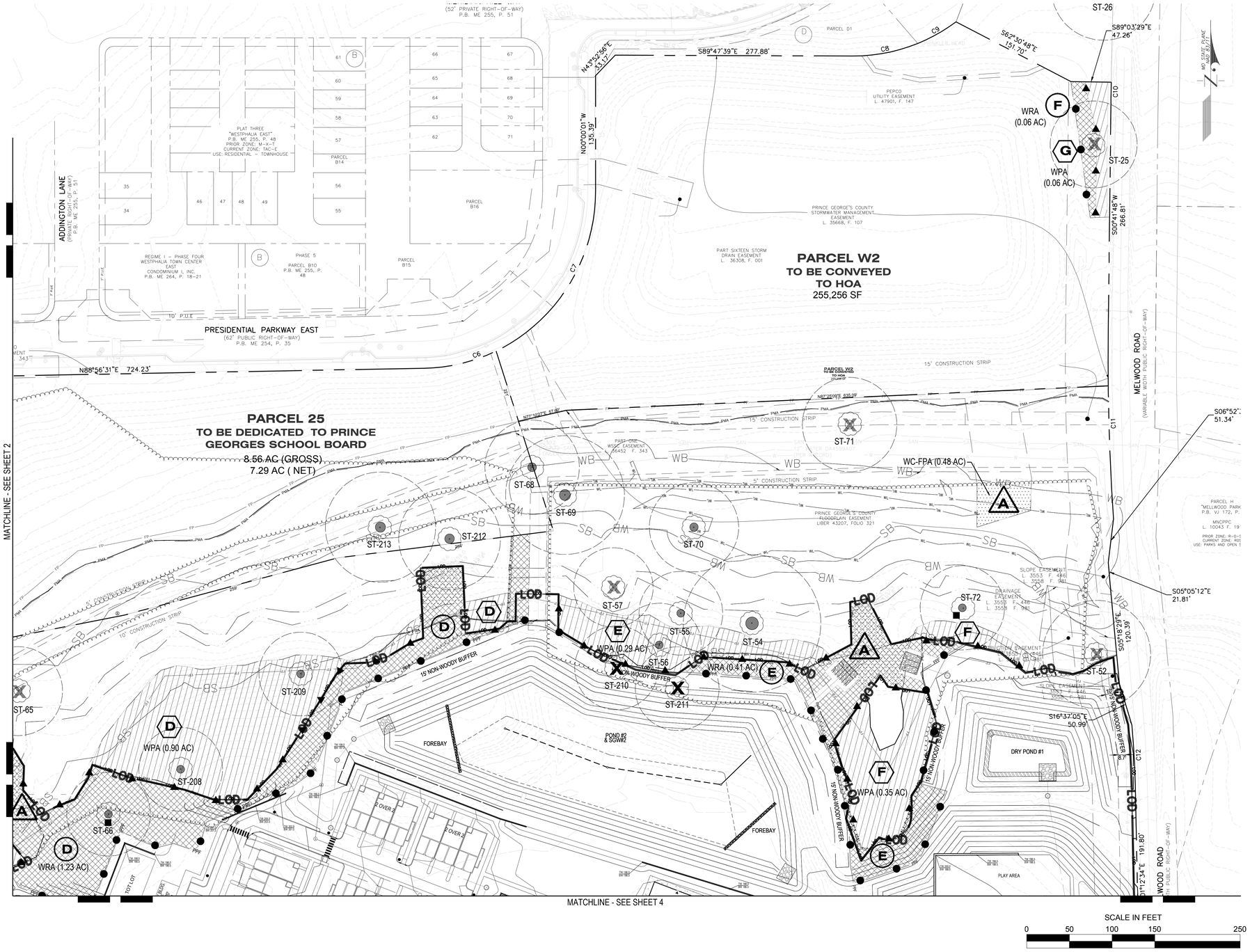
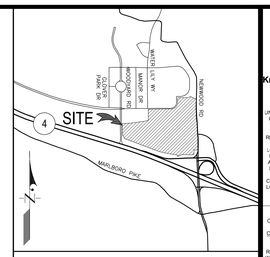
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-2026-0013
TREE CONSERVATION PLAN - TYPE 2

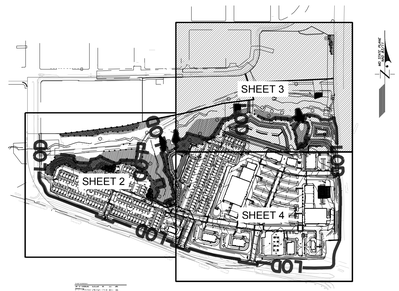
DATE FEBRUARY 2026
REVISIONS

DR. HZ | CH. MP
P.M.
JOB 25007033
SHEET NO. 54.002-Z





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09



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SHEET 3 OF 5

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ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

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9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772
DSP-2028-0013
TREE CONSERVATION PLAN - TYPE 2

DATE FEBRUARY 2026
REVISIONS

DR. HZ | CH. MP
P.M.
JOB 25007033
SHEET NO. 54.003-Z

MATCHLINE - SEE SHEET 3

MATCHLINE - SEE SHEET 2

RETAIL S
34,197 SF
HEIGHT= 37'-0"
FFE=200.0'

RETAIL A
1,464 SF
HEIGHT= 29'-8"
FFE=202.0'
FFE=202.7

RETAIL K
6,760 SF
HEIGHT= 27'-8"
FFE=211.0'

RETAIL L
6,000 SF
HEIGHT= 27'-9"
FFE=207.0'

RETAIL C
10,991 SF
HEIGHT= 30'-0"
FFE=198.7

RETAIL D
3,968 SF
HEIGHT= 30'-0"
FFE=199.5

RETAIL E
7,979 SF
HEIGHT= 32'-0"
FFE=193.0

RETAIL F
4,752 SF
HEIGHT= 27'-6"
FFE=193.5

RETAIL G
(POTENTIAL DAYCARE USE)
10,000 SF
HEIGHT= 35'-0"
FFE=201.0'

RETAIL H
13,785 SF
HEIGHT= 29'-8"
FFE=199.55'
FFE=198.5'
FFE=200.7'

RETAIL I
23,128 SF
HEIGHT= 27'
FFE=202.0'

RETAIL M
6,390 SF
HEIGHT= 32'-0"
FFE=202.5'

RETAIL N
2,490 SF
HEIGHT= 26'-0"
FFE=205.5'

GAS CANOPY

ST-58 ST-59 ST-53

30'x65' WSSC WATER EASEMENT

CONTROL STRUCTURE

PART ONE
WSSC EASEMENT
L. 36452 F. 043

WOODYARD ROAD EXTENDED
(A VARIABLE WIDTH RIGHT-OF-WAY)
P.B. MMB 239, P. 100

MD. STATE PLANE NAD 83/91

MELWOOD ROAD
(VARIABLE WIDTH PUBLIC RIGHT-OF-WAY)

WOODYARD ROAD
(VARIABLE WIDTH RIGHT-OF-WAY)
P.B. MMB 239, P. 35

MARYLAND ROUTE 4 –
PENNSYLVANIA AVENUE
SHA PLATS 20297, 20298, 27732 & 27733

RIGHT-OF-WAY LINE AS SHOWN ON SHA PLAT NO. 27733

RIGHT-OF-WAY LINE OF THROUGH HIGHWAY AS SHOWN ON SHA PLAT NO. 27732

RIGHT-OF-WAY LINE OF THROUGH HIGHWAY AS SHOWN ON SHA PLAT NO. 20310

CONVEYANCE AREA PER SHA PLAT NO. 62572

SHA PLAT NO. 62572

PRINCE GEORGE'S COUNTY, MD (LIBER 38446, FOLIO 176)

GEORGE'S COUNTY TEMPORARY ACCESS ROAD EASEMENT L. 5321 F. 424 L. 38446 F. 176

WSSC EASEMENT LIBER 5321 FOLIO 424

LIBER WWW 2954 FOLIO 375

AREA 2 S.H.A. No. P. 16 P.B. 251,

AREA 4 S.H.A. No. P. 16 P.B. 251,

N81°07'18"W 263.64'
N08°52'42"E 42.07'
S66°06'09"W 107.70'
S76°34'42"W 25.46'
S76°35'38"W 50.99'
S85°02'29"W 100.12'
N86°23'08"W 150.75'
S87°54'14"W 124.38'
S19°42'19"W 53.85'
S87°54'14"W 120.00'
S01°03'03"W 265.26'
S02°05'46"E 100.00'

SCALE IN FEET
0 100 200 300 500

SITE

MARLBORO PIKE

SHEET 3

SHEET 4

SHEET 2

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REVISIONS
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Mike Petrakis
Qualified Professional
COMAR 08.19.06.01

SHEET 4 OF 5

K:\CIVIL\PROJECTS\2007033 WESTPHALIA PARCELS A\DWGS\PLANS\SETSHEETS\TCP2\TCP2 SHEET 4 OF 5.DWG 8/27/2026 8:54 AM HUI ZENG

GENERAL NOTES

1. This plan is submitted to fulfill the woodland conservation requirements for DSP-2026-0013. If DSP-2026-0013 expires, then this TCP2 also expires and is no longer valid.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the Planning Director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. The Department of Permits, Inspection and Enforcement, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. Future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within Environmental Strategy Area, ESA-2 and is currently zoned TAC-E and was previously zoned M-X-T.
7. The site is abutting Melwood Road, which is a designated historic roadway.
8. The property is abutting Pennsylvania Avenue which is a designated freeway.
9. This plan is grandfathered under CB-22-2024 and CB-77-2024 and subject to CB-27-2010.

WOODLAND PRESERVATION AND RETENTION NOTES

a. All woodlands designated on this plan for preservation are the responsibility of the property owner. The woodland areas shall remain in a natural state. This includes the canopy trees and understory vegetation. A revised tree conservation plan is required prior to clearing woodland areas that are not specifically identified to be cleared on the approved TCP2.

b. Tree and woodland conservation methods such as root pruning shall be conducted as noted on this plan.

c. The location of all temporary tree protection fencing (TPFs) shown on this plan shall be flagged or staked in the field prior to the pre-construction meeting. Upon approval of the locations by the county inspector, installation of the TPFs may begin.

d. All temporary tree protection fencing required by this plan shall be installed prior to the commencement of clearing and grading of the site and shall remain in place until the bond is released for the project. Failure to install and maintain temporary or permanent tree protective devices is a violation of this TCP2.

e. Woodland preservation areas shall be posted with signage as shown on the plans at the same time as the temporary TPF installation. These signs must remain in perpetuity. Removal of Hazardous Trees or Limbs by Developers or Builders.

f. The developer and/or builder is responsible for the complete preservation of all forested areas shown on the approved plan to remain undisturbed. Only trees or part thereof designated by the county as dead, dying, or hazardous may be removed.

g. A tree is considered hazardous if a condition is present which leads a Certified Arborist or Licensed Tree Expert to believe that the tree or a portion of the tree has a potential to fall and strike a structure, parking area, or other high use area and result in personal injury or property damage.

h. During the initial stages of clearing and grading, if hazardous trees are present, or trees are present that are not hazardous but are leaning into the disturbed area, the permitee shall remove said trees using a chain saw. Corrective measures requiring the removal of the hazardous tree or portions thereof shall require authorization by the county inspector. Only after approval by the inspector may the tree be cut by chain saw to near the existing ground level. The stump shall not be removed or covered with soil, mulch or other materials that would inhibit sprouting.

i. If a tree or trees become hazardous prior to bond release for the project, due to storm events or other situations not resulting from an action by the permitee, prior to removal, a Certified Arborist or a Licensed Tree Expert must certify that the tree or the portion of the tree in question has a potential to fall and strike a structure, parking area, or other high use area and may result in personal injury or property damage. If a tree or portions thereof are in imminent danger of striking a structure, parking area, or other high use area and may result in personal injury or property damage then the certification is not required and the permitee shall take corrective action immediately. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

   If corrective pruning may alleviate a hazardous condition, the Certified Arborist or a Licensed Tree Expert may proceed without further authorization. The pruning must be done in accordance with the latest edition of the appropriate ANSI A-300 Pruning Standards. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

   Debris from the tree removal or pruning that occurs within 35 feet of the woodland edge may be removed and properly disposed of by recycling, chipping or other acceptable methods. All debris that is more than 35 feet from the woodland edge shall be cut up to allow contract with the ground, thus encouraging decomposition. The smaller materials shall be placed into brush piles that will serve as wildlife habitat.

   Tree work to be completed within a road right-of-way requires a permit from the Maryland Department of Natural Resources unless the tree removal is shown within the approved limits of disturbance on a TCP2. The work is required to be conducted by a Licensed Tree Expert.

AFFORESTATION AND REFORESTATION NOTES

1. All afforestation/reforestation bonding, based on square footage, shall be posted with the county prior to the issuance of any permits. These bonds will be retained as surety until all required activities have been satisfied or the required timeframe for maintenance has passed, whichever is longer.
2. The planting of afforestation or reforestation areas shall be completed prior to the issuance of the first building permit. (This standard note may be modified as necessary to address which building permits are adjacent to the proposed planting areas.) Seedling planting is to occur from November through May only. No planting shall be done while ground is frozen. Planting with large caliper stock or containerized stock may be done at any time provided a detailed maintenance schedule is provided.
3. If planting cannot occur due to planting conditions, the developer or property owner shall install the fencing and signage in accordance with the approved Type 2 Tree Conservation Plan. Planting shall then be accomplished during the next planting season. If planting is delayed beyond the transfer of the property title to the homeowner, the developer or builder shall obtain a signed statement from the purchaser indicating that they understand that the reforestation area is located on their property and that reforestation will occur during the next planting season. A copy of that document shall be presented to the Grading Inspector and the county.
4. Reforestation areas shall not be mowed. The management of competing vegetation around individual trees and the removal of noxious, invasive, and non-native vegetation within the reforestation areas is acceptable.
5. All required temporary tree protection fencing shall be installed prior to the clearing and grading of the site and shall remain in place until the permanent tree protection fencing is installed with the required planting. The temporary fencing is not required to be installed if the permanent fencing is installed prior to clearing and grading of the site. Failure to install and maintain temporary or permanent tree protective fencing is a violation of this TCP2.
6. Afforestation/reforestation areas shall be posted with notification signage, as shown on the plans, at the same time as the permanent protection fencing installation. These signs shall remain in perpetuity.
7. The county inspector shall be notified prior to soil preparation or initiation of any tree planting on this site.
8. At time of issuance of the first permit, the following information shall be submitted to the M-NCPPC Planning Department regarding the contractor responsible for implementation of this plan; contractor name; business name (if different); address; and phone number.
   Results of annual survival checks for each of the required four years after tree planting shall be reported to the M-NCPPC, Planning Department.
9. Failure to establish the afforestation or reforestation within the prescribed time frame will result the forfeiture of the reforestation bond and/or a violation of this plan including the associated $9.00 per square foot penalty unless the county inspector approves a written extension.

PLANTING SPECIFICATION NOTES

1. Quantity: (See Plant Schedule)
2. Type: (See Plant Schedule)
3. Plant Quality Standards: The plants selected shall be healthy and sturdy representatives of their species. Seedlings shall have a minimum top growth of 18". The diameter of the root collar (the part of the root just below ground level) shall be at least 3/8". The roots shall be well developed and at least 8" long, no more than twenty-five percent (25%) of the root system (both primary and auxiliary/fibrous roots) shall be present.

   Plants that do not have an abundance of well developed terminal buds on the leaders and branches shall be rejected.

   Plants shall be shipped by the nursery immediately after lifting from the field or removal from the green house, and planted immediately upon receipt by the landscape contractor.

   If the plants cannot be planted immediately after delivery to the reforestation site, they shall be stored in the shade with their root masses protected from direct exposure to sun and wind by the use of straw, peat moss, compost, or other suitable material and shall be maintained through periodic watering, until the time of planting.
4. Planting Handling: The quantity of seedlings taken to the field shall not exceed the quantity that can be planted in a day. Seedlings, once removed from the nursery or temporary storage area shall be planted immediately.
5. Timing of Planting: The best time to plant seedlings is while they are dormant, prior to spring budding. The most suitable months for planting are March and April, when the soil is moist, but may be planted from March through November. No planting shall be done while ground is frozen. Planting shall occur within one growing season of the issuance of grading/building permits and/or reaching the final grades and stabilization of planting areas.
6. Seedling Planting: Tree seedlings shall be hand planted using a dibble bar or sharp-shooter shovel. It is important that the seedling be placed in the hole so that the roots can spread out naturally; they should not be twisted, balled up or bent. Moist soil should then be packed firmly around the roots. Seedlings should be planted at a depth where their roots lie just below ground surface. Air pockets should not be left after closing the hole which would allow the roots to dry out. See planting details for further explanation. If the contractor wishes to plant by another method, the preparer of this tree conservation plan must be contacted and give his approval before planting may begin.
7. Spacing: See Plant Schedule and/or Planting Plan for spacing requirements. Also refer to the Planting Layout detail for a description of the general planting theory.
8. Soil: Upon the completion of all grading operations, a soil test shall be conducted to determine what soil preparation and soil amendments, if any, are necessary to create good tree growing conditions. Soil samples shall be taken at a rate that provides one soil sample for each area that appears to have a different soil type (if the entire area appears uniform, then only one sample is necessary), and submitted for testing to a private company. The company of choice shall make recommendations for improving the existing soil. The soil will be tested and recommended for corrections of soil texture, pH, magnesium, phosphorus, potassium, calcium and organic matter.
9. Soil Improvement Measures: The soil shall then be improved according to the recommendations made by the testing company.
10. Fencing and Signage: Final protective fencing shall be placed on the visible and/or development side of planting areas. The final protective fence shall be installed upon completion of planting operation unless it was installed during the initial stages of development. Signs shall be posted per the signage detail on this sheet.
11. Planting method: Consult the Planting Detail(s) shown on this plan.
12. Mulching: Apply two-inch thick layer of woodchip or shredded hardwood mulch (as noted) to each planting site (see detail shown on this plan).
13. Groundcover Establishment: The remaining disturbed area between seedling planting site shall be seeded and stabilized with white clover seed at the rate of 5 lbs/acre.
14. Mowing: No mowing shall be allowed in any planting area.
15. Survival Check for Bond Release: The seedling planting is to be checked at the end of each year for four years to assure that no less than 75% of the original planted quantity survives. If the minimum number has not been provided the area must be supplemented with additional seedlings to reach the required number at time of planting.
16. Source of Seedlings: to be determined.

FOUR-YEAR MANAGEMENT PLAN FOR RE/AFFORESTATION AREAS

Field check the re-afforestation area according to the following schedule:

Year 1: Site Preparation and Tree Planting
Survival check once annually (September-November) see Note 1)
Watering is needed (2 x month)
Control of undesirable vegetation as needed (1 x in June and 1 x in September min.)

Year 2-3: Reinforcement planting is needed (See Note 2)
Survival check once annually (September-November)
Control of undesirable vegetation if needed (1 x in May and 1 x in August min.)

Year 4: Reinforcement planting if needed. (See Note 2)
Survival Check (September-November)

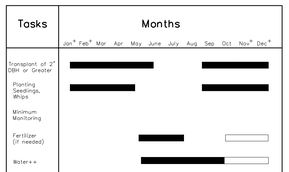
1. Survival Check: Check planted stock against plant list (or as-built) by walking the site and taking inventory. Plants must show vitality. Submit field data forms (Condition Check Sheets) to owner after each inspection. Remove all dead plants.
2. Reinforcement Planting: Replace dead or missing plants in sufficient quantity to bring the total number of live plants to at least 75% of the number originally planted. If a particular species suffers unusually high mortality, replace with an alternative plant type.
3. Miscellaneous: Fertilization or watering during years 1 through 3 will be done on an as needed basis. Special return operations or recommendations will be conducted on an as needed basis.

POST DEVELOPMENT NOTES

1. If the developer or builder no longer has an interest in the property and the new owner desires to remove a hazardous tree or portion thereof, the new owner shall obtain a written statement from a Certified Arborist or Licensed Tree Expert identifying the hazardous condition and the proposed corrective measures prior to having the work conducted. After property documentation has been completed per the handout "Guidance for Prince George's County Property Owners, Preservation of Woodland Conservation Areas", the arborist or tree expert may then remove the tree. The stump shall be cut as close to the ground as possible and left in place. The removal or grinding of the stumps in the woodland conservation area is not permitted.

   If a tree or portions thereof are in imminent danger of striking a structure, parking area, or other high use area and may result in personal injury or property damage then the certification is not required and the permittee shall take corrective action immediately. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

   Tree work to be completed within a road right-of-way requires a permit from the Maryland Department of Natural Resources unless the tree removal is shown within the approved limits of disturbance on a TCP2. The work is required to be conducted by a Licensed Tree Expert.
2. The removal of noxious, invasive, and non-native plant species from any woodland preservation area shall be done with the use of hand-held equipment only (pruners or a chain saw). These plants may be cut near the ground and material less than two inches diameter may be removed from the area and disposed of appropriately. All material from these noxious, invasive, and non-native plants greater than two (2) inches diameter shall be cut to allow contact with the ground, thus encouraging decomposition.
3. The use of broadcast spraying of herbicides is not permitted. However, the use of herbicides to discourage re-sprouting of invasive, noxious, or non-native plants is permitted if done as an application of the chemical directly to the cut stump immediately following cutting of plant tops. The use of any herbicide shall be done in accordance with the label instructions.
4. The use of chainsaws is extremely dangerous and should not be conducted with poorly maintained equipment, without safety equipment, or by individuals not trained in the use of this equipment for the pruning and/or cutting of trees.



NOTES:
1. Activities during November through February depend on ground conditions.
2. No fall planting of oaks and pines.
3. The planting and care of trees must successful when coordinated with the local conditions. This calendar summarizes some of the recommended time frames for basic reforestation and stress reduction activities.

TREE PLANTING and MAINTENANCE CALENDAR
Source: Adapted from Forest Conservation Manual, 1991

PLANT SCHEDULE FOR RE/AFFORESTATION

STOCK SPECIFICATION:
700 SEEDLINGS PER ACRE
TOTAL RE/AFFORESTATION PROVIDED: 3.90 ACRES

Reforestation Area	Acreage	Seedling Selection					Total Number of Seedlings
		Tulip Poplar	Sweet Gum	Red Maple	Red Oak	White Oak	
A	0.53	74	74	74	74	75	371
B	1.16	163	163	162	162	162	812
C	0.51	71	71	72	72	71	357
D	1.23	173	172	172	172	172	861
E	0.41	57	58	57	58	57	287
F	0.06	8	9	9	8	8	42
Total	3.90	308	308	308	308	308	1540

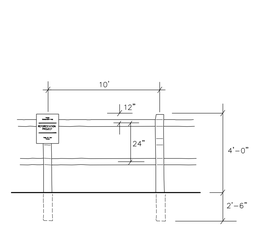
Notes:
1. All tree/shrub species planted within the re/afforestation areas, should be randomly distributed throughout the proposed re/afforestation area, so as to promote a natural woodland structure. (See Planting Layout detail)
2. In the event of species unavailability, a substitution may be made. Any substitution made requires written notification to MNCPPC, Environmental Planning Section.
3. See Landscape Plan for Landscape Credit area planting specifications.

TYPE 2 TREE CONSERVATION PHASED WORKSHEET (PRIOR PHASING FOR OVERALL WESTPHALIA):

SECTION I – Establishing Site Information (Enter acres for each zone)									
Zone:		TAC							
Gross Tract:		461.02			Incude acreages only in columns for which there is a corresponding zone.				
Floodplain:		19.98							
Previously Dedicated Land:		0.00							
Net Tract (NTA):		441.04	0.00	0.00					
TCP II or 2 number		2-029-12	Revision	18.00					
Property Description or Subdivision Name:		Westphalia Town Center (Overall with Westphalia, Section 7 TCP2-039-2023)							
TCP1 Number:		TCP1-014-08-04							
Is this site subject to 1989 Ordinance? (Y/N)	N	2010 Ordinance? (Y/N)	N		Within PFA (Y/N)	Y			
Break-even Point (preservation acres) =	122.03								
Acres of Net Tract clearing permitted w/o reforestion=	223.52								
SECTION II - Determining Woodland Conservation Requirements (Enter acres in corresponding column)									
Existing Woodland on Net Tract (acres)		345.55							
Existing Woodland in Floodplain (acres)		16.86							
Woodland Conservation Threshold (NTA)=	15.00%	66.16							
Smaller of 10 or 12		66.16							
Woodland above WCT		279.39							
Plan Number: (This must be complete for each phase)		DSP-13066	DSP-12017	DSP-19008	DSP-19009	DSP-19009	DSP-19062	ET-2022-001	DSP-22042
Revision Number		0	2	0	1		1	0	0
Plan Phase or Name:		SEC 1	SEC 2 PRES PKWY RG	SEC 2 PRES PKWY RG	SEC 4 PHASE 1	SEC 4 PHASE 2	SEC 5	SEC 6	SEC 7
TCP2 Number for this Phase or Section		2-029-12-13	2-029-12-06	2-029-12-05	2-029-12	2-039-12	2-039-12	2-029-12	2-039-2023
Revision Number		18	12	7	14	14	17	16	0
Status		PENDING	PENDING	PENDING	PENDING	PENDING	PENDING	PENDING	PENDING
Approval Date			1/6/2021		10/11/2021	10/11/2021	11/7/20241		
Total area in this application (acres)		123.02	14.44	78.39	33.70	24.36	88.06	33.17	65.88
Floodplain area in this application (acres)		5.38	0.26	2.28	0.00	0.00	1.21	0.93	9.92
Net Tract area in this application (acres)		117.64	14.18	76.11	33.70	24.36	86.85	32.24	55.96
Woodland on the Net Tract for this phase (acres)		116.11	13.92	71.27	33.47	24.19	49.26	30.32	7.01
Woodland in the Floodplain for this phase (acres)		5.38	0.26	2.28	0.00	0.00	1.21	0.93	6.80
Woodland Cleared on the Net Tract for this phase (acres)		116.11	13.92	0.00	32.80	23.72	46.28	27.09	1.84
Woodland Clearded in the Floodplain for this phase (acres)		5.38	0.26	0.00	0.00	0.00	0.49	0.31	0.42
Off-site Woodland Cleaning (1:1)		4.45	0.00	0.00	0.00	2.11	0.29	0.00	0.00
Off-site WCA being provided on this property (perservation)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-site WCA being provided on this property (afforestoration)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cummulative acres of Net Tract Woodland cleared		116.11	130.03	130.03	162.83	186.55	232.83	259.92	261.76
Cummulative acres ofFloodplain Woodland cleared		5.38	5.64	5.64	5.64	5.64	6.13	6.44	6.86
Smaller of 16 or 34		116.11	130.03	130.03	162.83	186.55	232.83	259.92	261.76
Woodland Clearing below WCT		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Clearing below WCT (2:1 replacement requirement)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Replacement for clearing above the WCT (0.25 :1)		29.03	32.51	32.51	40.71	46.64	58.21	64.98	65.44
Replacement for clearing above the WCT (2 :1)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Afforestation Required Threshold (AFT)=	15.00%	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total Woodland Conservation Required :		**105.01**	**108.75**	**108.75**	**116.95**	**124.99**	**137.34**	**144.43**	**145.31**
Latest phase indicates cumulative requirement through that phase of work									

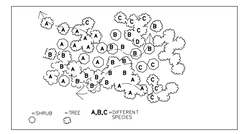
SECTION III-Meeting the Requirement (Enter acres in corresponding column)								
Woodland Preservation	0.00	0.00	0.00	0.00	0.45	2.95	1.57	3.95
Reforestation / Afforestation	0.00	0.00	0.00	0.00	2.99	2.02	0.50	3.90
Natural Regeneration						0.29		
Landscape Credits								0.15
Specimen & Historic Tree (CRZ area)								
Specimen & Historic Tree Credit								
Forest Enhancement Acreage								
Forest Enhancement Acreage (25% of enhancement area)								
Street Tree Credit (Existing or 10-year canopy)								
Area approved for fee-in-lieu	0.00	3.59	0.00	19.40	0.00	0.07	0.00	0.09
Off-site Woodland Conservation Credits Required	0.00	2.25	0.00	0.00	1.92	20.88	20.17	0.00
Off-site WAC (preservation) being provided on this property	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-site WAC (afforestation) being provided on this property	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cummulative Woodland Conservation Provided	**0.00**	**5.84**	**5.84**	**25.24**	**30.6**	**56.81**	**79.05**	**87.14**
Woodland saved on this phase but not counted	0.00	0.00	0.00	0.67	0.02	0.03	1.66	1.22
Existing Net Tract Woodland in later phases	229.44	215.52	215.52	182.05	157.86	108.6	78.28	71.27
Requirement Status oer Phase								

NOTE:
THE DATA IN THE PHASED WOODLAND CONSERVATION WORKSHEET IS PROVIDED BY MNCPPC, ENVIRONMENTAL PLANNING SECTION.



Notes:
1. Bottom of signs to be no lower than top of tree protection fence but higher than 6'.
2. Signs to be placed approximately 50' feet apart. Conditions on site affecting visibility may warrant placing signs closer or farther apart.
3. Attachment of signs to trees is prohibited.
4. Signs to be posted on 4'x4' pressure treated wood posts driven a minimum of 1.5' into ground or 2" steel "U" channel (minimum 6' length) driven into ground.
5. Signs to be attached to posts with 2 galvanized bolts, each with 2 washers and a galvanized nut.

SIGNAGE
NOT TO SCALE



SPLIT RAIL FENCE DETAIL
NOT TO SCALE

Concept: Aggregate Drift or Sweep. A cluster type grouping which tapers or feathers out along the edges.

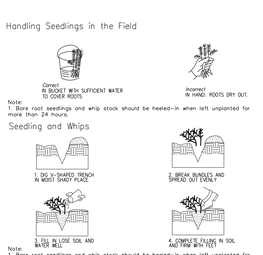
Example: Aggregate massing or drifts are one of the most common vegetation distribution patterns occurring in nature. Principle seed bearers are at the central core of the cluster with seed dispersal outwards, often windblown, with densities thinning out along the fringes or extremities (groupings blend through and to other groupings). Imagine the fallout of windblown milkweed seeds. They often appear as aggregate drifts, elongated and tear drop in shape.

Application: When developing a planting plan the Maryland Forest Conservation Manual (pages 98 thru 101) offers recommendations on reforestation methods, species selection, plant materials and site stacking options. This is meant for determining the appropriate number of plants required, not necessarily a feet-on-center "grid pattern" layout.

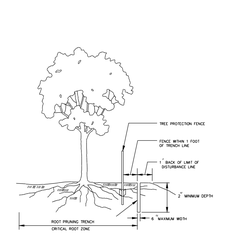
Many of the State's regulatory reforestation sites installed since the inception of the Act appear as orchards. This un-natural grid patterns can be corrected thru the application of aggregate distribution. This does not mean that plants must be in a grid pattern, the drifts of shrubs cannot blend into groupings of trees or that groupings of same species cannot occur together. It simply means that the installer should meet the aforementioned forest conservation act criteria at the same time replicating natures aggregate drift patterns (see detail).

When using this theory to lay out a planting plan the size of the drifts should depend on the quantity of plants allocated, the scale of the site, and the careful consideration of the installer.

PLANTING LAYOUT
(AGGREGATE DISTRIBUTION DRIFT THEORY)

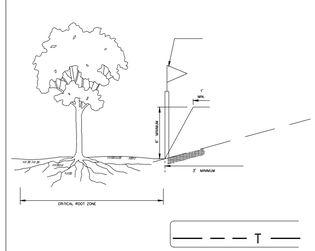


HANDLING BARE ROOT STOCK
Source: Adapted from Forest Conservation Manual, 1991



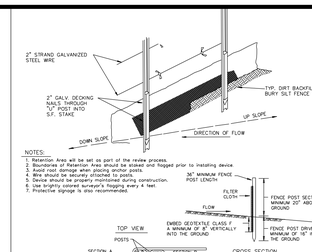
Notes:
1. Retention Areas to be established as part of the forest conservation plan review process.
2. Boundaries of Retention Areas should be staked, flagged and/or fenced prior to trenching.
3. Exact location of trench should be identified.
4. Trench should be immediately backfilled with soil removed or other high organic soil.
5. Roots should be cleanly cut using vibratory knife or other acceptable equipment.

ROOT PRUNING
NOT TO SCALE
Source: Maryland State Forest Conservation Technical Manual, 3rd Edition — 1997



Notes:
1. Combination sediment control and forest protection device.
2. Boundaries of the Retention Area will be set as part of the forest conservation plan review process.
3. Boundaries of Retention Area should be staked prior to installing protective device.
4. Root damage should be avoided.
5. The toe of slope should be outside the critical root zone
6. Equipment is prohibited within critical root zone of retention area; place dike accordingly.
7. All standard maintenance for earthen dikes and swales apply to these details.
8. All standard reclamation practices for earthen dikes and swales shall apply to these details.

COMBINATION EARTH DIKE & TREE PROTECTION – TYPE III
NOT TO SCALE
Source: Prince George's County, Maryland, Woodland Conservation Manual



NOTES:
1. Retention Area will be set as part of the review process.
2. Protected areas will be set as part of the review process prior to installing device.
3. Avoid root damage when placing anchor posts.
4. Wire should be securely attached to posts.
5. Device should be properly maintained during construction.
6. Use brightly colored surveyor's flagging every 4'.
7. Protective signage is also recommended.

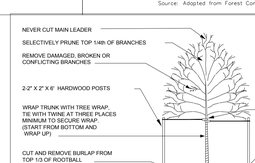
NOTES:
1. Forest preservation, specimen tree and re/sft-forestation protection device.
2. Protected areas will be set as part of the review process.
3. Boundaries of protected areas should be staked and flagged prior to installing device.
4. Avoid root damage when placing anchor posts.
5. Wire should be securely attached to posts.
6. Device should be properly maintained during construction.
7. Use brightly colored surveyor's flagging every 4'.
8. Protective signage is also recommended.
9. Contractor **may use blaze orange tree protection fence or equal** according to MD State Forest Conservation Technical Manual Figure D–5.

1. Fence posts shall be a minimum of 36" long driven 16" minimum into the ground. Wood posts shall be 1 1/2" x 1 1/2" nominal (min.) cut, or 1 3/4" diameter (minimum) round and shall be of sound quality hardwood. Steel posts will be standard T or U section weighting not less than 1.00 pound per linear foot.
2. Geotextile shall be fastened securely to each steel fence post or ties or staples at top and mid-section and shall meet the following requirements for Geotextile Class F:

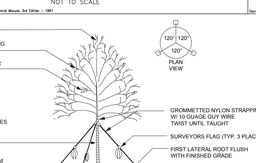
Tensile Strength	50 lbs/ft (min.)	Test: MSMT 509
Tensile Modulus	20 lbs/in (min.)	Test: MSMT 509
Flow Rate	0.3 gal/ ft / minute (max.)	Test: MSMT 322
Filtering Efficiency	75% (min.)	Test: MSMT 322

3. Where ends of geotextile fabric come together, they shall be overlapped, folded and stapled to prevent sediment bypass.
4. Silt Fence shall be inspected after each rainfall event and maintained when bulges occur or when sediment accumulation reached 50% of the fabric height.

COMBINATION SILT FENCE & TREE PROTECTION – TYPE II
NOT TO SCALE



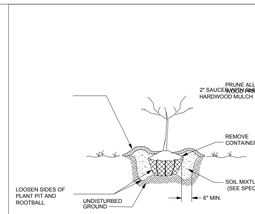
B & B TREE PLANTING DETAIL
DECIDUOUS
NO SCALE SECTION
FOR TREES LESS THAN 2 1/2" CALIPER



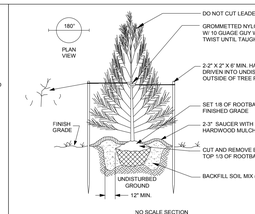
B & B TREE PLANTING DETAIL
DECIDUOUS
NO SCALE SECTION
FOR TREES 2 1/2" CALIPER OR GREATER

* NOTE: STAKES, STRAPPING AND WIRES TO BE REMOVED SIX MONTHS AFTER INSTALLATION

DECIDUOUS, B & B TREE PLANTING DETAILS

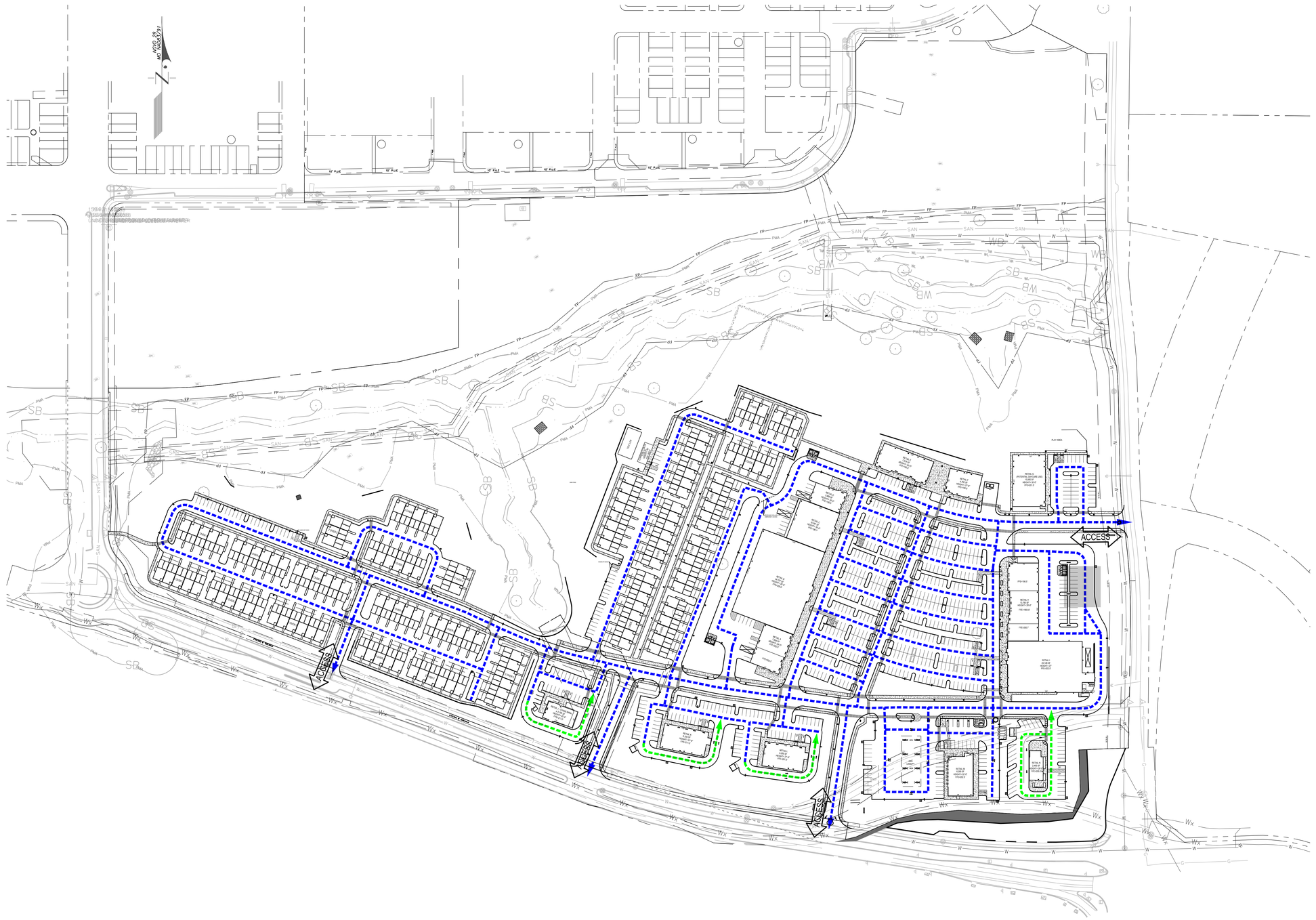


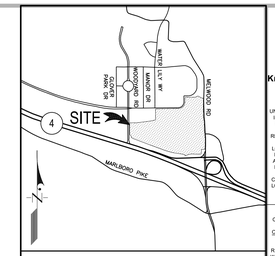
CONTAINER TREE PLANTING DETAIL
NO SCALE SECTION



NO SCALE SECTION
FOR TREES LESS THAN 12' HT.
* NOTE: STAKES, STRAPPING AND WIRES TO BE REMOVED SIX MONTHS AFTER INSTALLATION

EVERGREEN TREE PLANTING DETAIL





VICINITY MAP
SCALE: 1" = 2000'
WSSC GRID: 207SE09

LEGEND

- EXISTING CONTOUR
- PROPOSED CONTOUR
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- LIMIT OF DISTURBANCE
- PROPOSED FLOW ARROW
- PROPOSED CLASS 1 FILL
- PROPOSED CONCRETE PAVING
- PROPOSED HEAVY DUTY CONCRETE PAVING
- PROPOSED HEAVY DUTY ASPHALT PAVING
- PROPOSED DOOR LOCATIONS
- PROPOSED FIRE HYDRANT
- EXISTING SEWER
- PROPOSED SEWER
- EXISTING WATER
- PROPOSED WATER
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- EXISTING TREE LINE
- PROPOSED TREE LINE
- EXISTING FLOODPLAIN
- EXISTING WETLAND
- EXISTING WETLAND BUFFER
- PRIMARY MANAGEMENT AREA
- REGULATED STREAM (CENTERLINE)
- EXISTING WETLAND
- STANDARD PARKING SPACES
- COMPACT PARKING SPACES
- HANDICAPPED PARKING SPACES
- EXISTING CURB & GUTTER
- PROPOSED CURB & GUTTER
- PROPOSED CHAIN LINK FENCE
- PROPOSED SIGHT TIGHT SCREEN FENCE
- PROPOSED LIGHT POLE
- PROPOSED SPILL GUTTER
- VEHICULAR ROUTE (2-WAY TRAFFIC)
- VEHICULAR ROUTE (1-WAY TRAFFIC)
- PROPOSED VEHICULAR ACCESS POINT

811
Know what's **below.**
Call before you dig.

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MD, VA, DC, WV

ELECTION DISTRICT # 15
PRINCE GEORGE'S COUNTY, MARYLAND

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
DSP-20045-01
DETAILED SITE PLAN
VEHICULAR CIRCULATION PLAN

NOT FOR CONSTRUCTION

ATTRIBUTE

DATE

REVISIONS

DR. HZ | CH. MCS
P.M. BK
JOB 25007033
SHEET NO. 6.004-Z

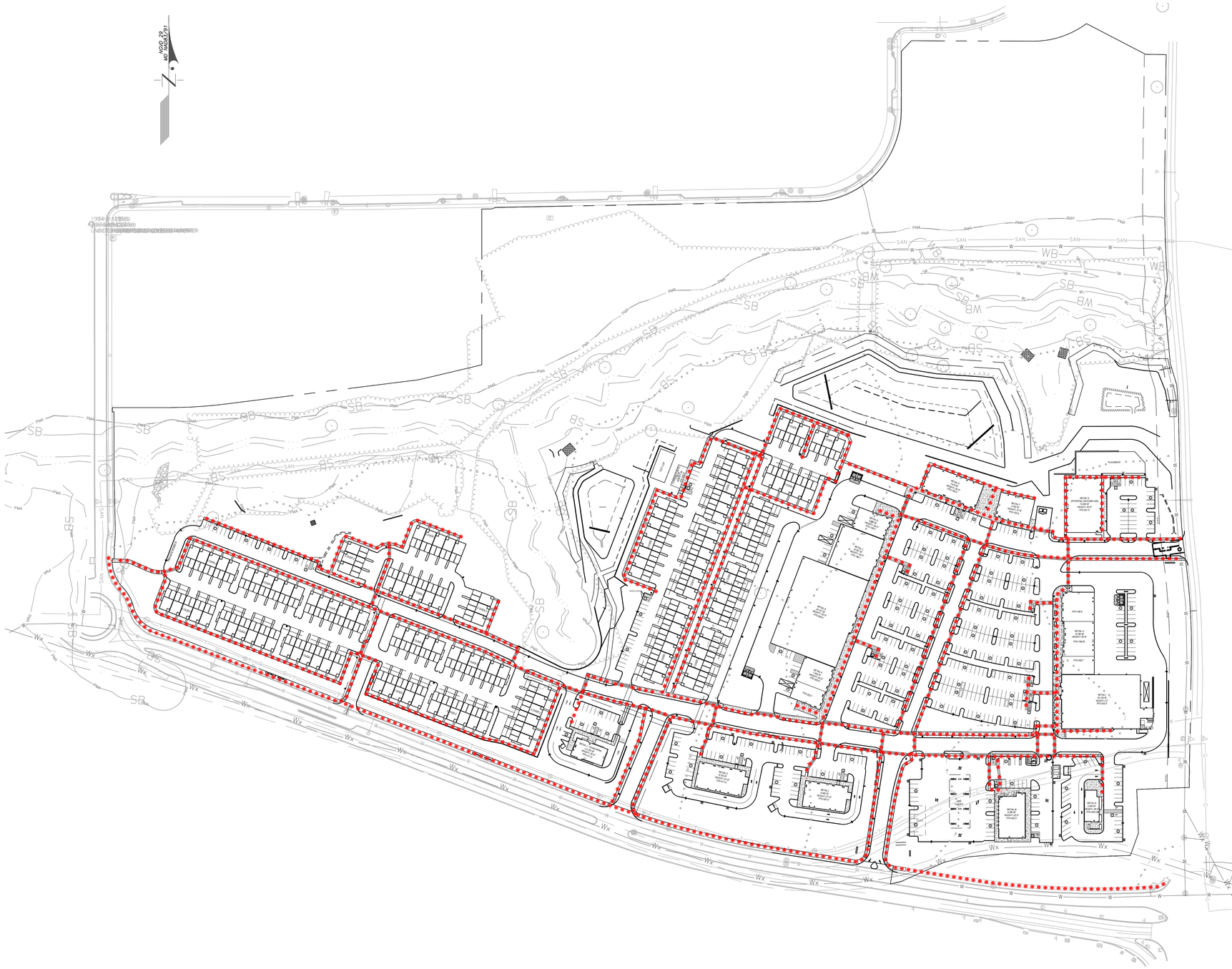
CALL MISS UTILITY
1-800-257-7777
48 hrs Before Excavation

OWNER / APPLICANT
Walton Westphalia Development (USA), LLC
8800 N. Gainey Center Drive, Suite 345
Scottsdale, AZ 85258
Attn: Barry Dluzen
Ph: 480-586-9224
Email: bdluzen@walton.com

SCALE IN FEET
0 100 200 300 500

STATE OF MARYLAND · MATTHEW C. STEINMAN · 43200 · PROFESSIONAL ENGINEER

C-EXH-2


NORTH
MARLBORO PIKE
WESTPHALIA TOWN CENTER
RETAIL 1
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ATTRIBUTE

WALTON WESTPHALIA DEVELOPMENT (USA), LLC
WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE,
UPPER MARLBORO, MD 20772
SITE DEVELOPMENT CONCEPT PLAN
TRUCK TRAILER TURNING EXHIBIT

DATE

REVISIONS

DR. NP | CH. AA
P.M. BK
JOB 25007033
SHEET NO.
EXH-5

RETAIL A 1,442 SF HEIGHT= 25'-0" FFE=202.0'
RETAIL B 16,107 SF HEIGHT= 30'-0" FFE=208.0'
RETAIL C 10,081 SF HEIGHT= 30'-0" FFE=198.7'
RETAIL D 7,868 SF HEIGHT= 30'-0" FFE=198.5'
RETAIL E 7,678 SF HEIGHT= 30'-0" FFE=193.2'
RETAIL F 4,792 SF HEIGHT= 27'-6" FFE=193.5'
RETAIL G (POTENTIAL DAYCARE USE) 10,000 SF HEIGHT= 35'-0" FFE=201.0'
RETAIL H 13,785 SF HEIGHT= 29'-8" FFE=199.55'
FFE=198.5'
FFE=200.7'
RETAIL I 23,128 SF HEIGHT= 27' FFE=202.0'
RETAIL J CHASE BANK 3,193 SF HEIGHT= 30'-0" FFE=211.0'
RETAIL K 6,700 SF HEIGHT= 27'-8" FFE=211.0'
RETAIL L 6,000 SF HEIGHT= 27'-5" FFE=207.0'
GAS CANOPY
RETAIL M 6,390 SF HEIGHT= 32'-0" FFE=202.0
RETAIL N 2,490 SF HEIGHT= 26'-0" FFE=205.9
TOT LOT
COMMUNITY BLDG HEIGHT= 30'-0" FFE=195.0'
PLAY AREA
MOUNTABLE CONCRETE ISLAND
GRADING EASEMENT
WOODYARD ROAD
MELWOOD ROAD
MD RTE 4 (R/W WIDTH VARIES)
PENNSYLVANIA AVENUE
R = 1950.50'
L = 257.83'
can U MAKE SU-30 TRUCK PATH A DIFFERENT COLOR?
show the su-30 truck profile as well

WB-67 - Interstate Semi-Trailer
Overall Length 73.501ft
Overall Width 8.500ft
Overall Body Height 13.000ft
Min Body Ground Clearance 1.143ft
Max Track Width 8.500ft
Lock-to-lock time 6.00s
Max Steering Angle (Virtual) 28.40°

TRUCK PATH HATCH

SCALE IN FEET
0 50 100 150 250

820

811
Know what's below.
Call before you dig.
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN HEREON WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS AND FIELD LOCATIONS BY OTHERS. THE ENGINEER AND SURVEYOR MAKE NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE ENGINEER AND SURVEYOR FURTHER DO NOT WARRANT THE ACCURACY OF THE LOCATIONS SHOWN. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR AS A RESULT OF THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UNDERGROUND UTILITIES.

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ATTRIBUTE: WALTON WESTPHALIA DEVELOPMENT (USA), LLC

WESTPHALIA TOWN CENTER
9540 MARLBORO PIKE
UPPER MARLBORO, MD 20772

SITE DEVELOPMENT CONCEPT PLAN

TRUCK TURNING EXHIBIT

DATE	REVISIONS
-	-
-	-

DR. NP | CH. AA
P.M. BK
JOB 20007033
SHEET NO. EXH-5

SCALE IN FEET
0 50 100 150 250

TRUCK PATH HATCH

Passenger Car
Overall Length 18.00ft
Overall Width 7.00ft
Overall Body Height 4.74ft
Min Body Clearance 0.67ft
Track Width 6.40ft
Lock-to-Lock time 6.00s
Max Wheel Angle 43.00

Passenger Fire Truck
Overall Length 40.00ft
Overall Width 8.50ft
Overall Body Height 12.47ft
Min Body Clearance 0.67ft
Track Width 8.50ft
Lock-to-Lock time 43.00s
Max Wheel Angle

MELWOOD ROAD
WOODYARD ROAD
MD RTE 4 (R/W WIDTH VARIES)
PENNSYLVANIA AVENUE (R/W WIDTH VARIES)
MOUNTABLE CONCRETE ISLAND
PLAY AREA
TOT LOT
CEMETERY ROAD
RTE-200.0'
RETAIL G (POTENTIAL DAYCARE USE) 10,000 SF HEIGHT-30'-0" FFE-201.0'
RETAIL F 4,750 SF HEIGHT-22'-0" FFE-199.5'
RETAIL E 7,875 SF HEIGHT-30'-0" FFE-199.5'
RETAIL D 3,800 SF HEIGHT-30'-0" FFE-198.5'
RETAIL C 10,000 SF HEIGHT-30'-0" FFE-198.5'
RETAIL B 14,000 SF HEIGHT-30'-0" FFE-200.5'
RETAIL A 4,400 SF HEIGHT-30'-0" FFE-200.5'
FFE-198.5'
RETAIL H 10,000 SF HEIGHT-30'-0" FFE-199.50'
FFE-200.7'
RETAIL I 23,100 SF HEIGHT-27'-0" FFE-202.0'
RETAIL N 2,400 SF HEIGHT-20'-0" FFE-204.0'
RETAIL M 6,000 SF HEIGHT-22'-0" FFE-202.5'
GAS CANOPY
RETAIL L 6,000 SF HEIGHT-27'-0" FFE-201.0'
RETAIL K 6,000 SF HEIGHT-27'-0" FFE-211.0'
RETAIL J 4,000 SF HEIGHT-27'-0" FFE-213.0'
R = 1950.50'
L = 116.11'
L = 257.83'
2 OVER 2

Additional Back-up

for

DSP-2026-0013
Westphalia Town Center - Retail

Westphalia Town Center - Retail
DSP-2026-0013 and CSP-07004-01

The Applicant's requested revisions to recommended findings and conditions are as follows:

* * * * * * * * *

FINDINGS

[Page 46]

47. Prior to the issuance of any building permits within the subject property for uses generating peak hour trips in excess of 1,610 AM and 1,719 PM, the applicant and the applicant's heirs, successors and/or assignees shall pay a pro rata share of the road improvements at the intersection of MD 223 at Rosaryville Road. The pro rata share shall be payable to Prince George's County, with evidence of payment provided to the Planning Department with each building permit application. The pro rata share shall be $1,126.23 per average peak hour trip x (Engineering News Record Highway Construction Cost Index at the time of building permit application) / (Engineering News Record Highway Construction Cost Index for the second quarter 2008).

[Page 47]

48. Prior to the issuance of any building permits within the subject property for uses generating peak hour trips in excess of 1,610 AM and 1,719 PM, the47 DSP-2026-0013 and CSP-07004-01 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:...

The applicant's submitted traffic memo details the proposed land uses and generated peak hour trips. Unless an amendment to the automatic certificate of adequacy is approved, ~~T~~the development in this DSP will be subject to the requirements of these two conditions at the time of building permits, if the peak hour trips are exceeded.

* * * * * * * * *

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and:

B. APPROVE Detailed Site Plan DSP-2026-0013 and Type 2 Tree Conservation Plan TCP2-2026-0060, for Westphalia Town Center Retail subject to the following conditions:

5. Prior to approval of the 90th residential building permit (i.e., the 180th dwelling unit) in Detailed Site Plan DSP-2026-0013, the applicant shall fully construct the proposed community building, adjacent tot lot, and associated site features. The Prince George's County Planning Director has the ability to modify this timing to allow approval of no more than 10 percent additional residential building permits, to accommodate construction or manufacturer issues

* * * * * * * * *

KEY:
Underline indicates language added to findings/conditions;
~~Strikethrough~~ indicates language deleted from findings/conditions;
Asterisks *** indicate intervening existing findings/conditions that remain unchanged; and
[Brackets] indicate page numbers where the text can be found in the Technical Staff Report.

Chronological Outreach and Community Engagement Timeline

Walton/Westphalia (Westphalia Town Center)

The following timeline summarizes the Applicant's outreach, coordination, and stakeholder engagement efforts undertaken in connection with the Westphalia Town Center project. These activities reflect sustained engagement with community organizations, elected officials, County agencies, planning staff, and other stakeholders throughout the entitlement and development review process.

Date	Outreach Activity
April 2, 2025	Community meeting held with Council Member Blegay at the Westphalia Community Center with approximately 200 attendees to discuss project-related matters and receive community input.
May 9, 2025	Development team meeting held with Planning Director Hull project coordination and governmental affairs matters.
May 15, 2025	Presentation provided to ANC representatives and Economic Development Corporation representatives regarding retail opportunities and vision for the Town Center. Approximately 25 participants attended.
May 15, 2025 - September 29, 2026	Applicant representatives participated in at least sixteen (16) ANC meetings to provide project updates, discuss development concepts, receive feedback, and address community concerns.
July 8, 2025	Ongoing coordination with County leadership regarding adoption of CR-082-2025 concerning implementation of the Westphalia Sector Plan and Sectional Map Amendment.
July 18, 2025	Distribution and stakeholder review of draft legislation associated with the Westphalia Sector Plan and Sectional Map Amendment.
July 30, 2025	Community meeting held with Council Member Blegay and more than 200 residents and stakeholders in attendance.
August 7, 2025	Outreach conducted regarding announcement of the Walton-Westphalia Scholarship program.
August 18, 2025	Coordination with elected officials concerning transportation study scope and proposed revisions to traffic analysis requirements.
October 14, 2025 - Present	Weekly coordination calls commenced with ANC Development Committee leadership. More than 45 calls were conducted to provide project updates and maintain regular communication with community leadership.
November 12, 2025	Participation in the M-NCPPC Open House event to obtain community comments and feedback regarding updates to planning documents affecting the project area.
November 17, 2025	Applicant provided project status updates concerning MD 4 and Suitland Parkway interchange right-of-way acquisition matters.

Date	Outreach Activity
December 3, 2025	Continued coordination with County agencies resulting in refinements to transportation analysis requirements.
December 12, 2025	Meeting with M-NCPPC planning staff regarding project priorities and implementation strategy.
January 15, 2026	Meeting with Planning Department staff to discuss solutions relating to public facilities financing and infrastructure implementation.
January 27, 2026	Distribution of Westphalia PFFIP meeting materials and continued stakeholder coordination regarding implementation measures.
February 2, 2026	Meeting with community leaders regarding residential product type and housing components within the project.
February 2, 2026	ANC leadership meeting conducted to present and discuss product type and housing concepts with community representatives.
February 11, 2026	Direct response provided to a resident inquiry concerning community correspondence and project information.
May 16, 2026	Community outreach meeting conducted as part of the Applicant's continuing engagement efforts with area residents and stakeholders.
June 3, 2026	Project status briefing provided to community and other stakeholders concerning project progress and next steps.
September 9, 2026	Stakeholder briefing regarding the upcoming Planning Board hearing schedule and current project leasing efforts.
September 29, 2026	Applicant meeting with ANC on DSP for retail component and status of leasing.

Summary of Outreach Efforts

Between April 2025 and September 2026, the Applicant conducted or participated in:

- 3 community-wide meetings, including two meetings attended by approximately 200 or more residents.
- 16 ANC meetings focused on project updates, community concerns, and development planning.
- 45+ weekly coordination calls with ANC Development Committee leadership.
- Numerous meetings, briefings, correspondence, and coordination efforts with elected officials, County Executive staff, M-NCPPC planning staff, transportation agencies, and community stakeholders.

This outreach record demonstrates an ongoing, consistent, and comprehensive commitment by the Applicant to public engagement, governmental coordination, and transparency throughout the review and advancement of the Westphalia Town Center project.

Walton | Westphalia Town Center
Community Engagement Summary
January – July 2026

Community Engagement Approach and Overview

Walton's community engagement at Westphalia Town Center reflects a long-term commitment to transparency, accessibility, proactive communication, and meaningful partnership with the Westphalia community.

Building on a regular engagement cadence established in August 2025, Walton/Westphalia Town Center Team has maintained a regular dialogue with Westphalia ANC leadership while also participating in broader community forums and events. These ongoing conversations provide opportunities to share residential and retail development updates, hear community questions and feedback, identify matters requiring follow-up, and strengthen working relationships as Westphalia Town Center progresses.

This consistent engagement has helped build trust, strengthen relationships, and foster growing community support for the continued development of Westphalia Town Center. Feedback received through recurring leadership meetings, community forums, and direct conversations has reflected interest in and support for continued progress, particularly as additional residential sections and future retail opportunities continue to advance. Walton/Westphalia Town Center Team recognizes that community perspectives may vary and remains committed to earning trust through transparency, responsiveness, and consistent follow-through.

Walton/Westphalia Town Center Team's engagement approach combines recurring leadership coordination with in-person meetings, community events, written communications, and digital resources. Weekly calls with the Westphalia ANC Development Committee co-chairs support timely information-sharing and issue identification. Monthly meetings with the ANC Leadership Team provide an opportunity for broader coordination and collaboration. Community newsletters and the updated Westphalia website make development information available beyond scheduled meetings.

Walton/Westphalia Town Center Team has also created opportunities for direct, community-wide interaction. Participation in the District 6 Development Town Hall and the Westphalia Block Party allowed the team to provide updates and to connect with the Westphalia residents in accessible community settings. The planned virtual community meeting will build on these efforts by creating another venue for residents to hear current information, ask questions, and share feedback.

Engagement Objectives

- Provide clear and timely information about development activity, including residential and retail updates.
- Maintain direct communication with Westphalia community stakeholders, including Westphalia ANC leadership team and the Westphalia ANC Development Committee.
- Create accessible channels for community questions, concerns, and feedback.
- Participate in community forums and events that support open dialogue and relationship-building.
- Expand digital access to project information through newsletters and the Westphalia website.
- Demonstrate Walton's continued investment in the Westphalia community through initiatives that support local residents and families.

Engagement Activities

- **Westphalia ANC Development Committee Co-Chair Calls | Weekly**
  Walton/Westphalia Town Center Team participates in weekly calls with the committee co-chairs to provide development updates and connect on community questions or concerns. The calls create a consistent channel for timely coordination and follow-up.
- **ANC Leadership Team Meetings | Monthly**
  Walton/Westphalia Town Center Team meets with the Westphalia ANC Leadership Team on the last Tuesday of each month. This recurring meeting cadence began in August 2025 and supports ongoing communication about project activity, development milestones, and community priorities.
- **ANC Leadership and Walton Team Meeting | February 2, 2026**
  The Westphalia ANC Leadership Team and Walton/Westphalia Town Center Team met in person at the Westphalia Town Center Clubhouse to discuss retail and residential development updates. The meeting also provided an opportunity for direct dialogue, questions, and follow-up.
- **District 6 Development Town Hall | May 14, 2026**
  Walton participated in the District 6 Development Town Hall at the Westphalia Community Center. During the town hall, Walton provided updates on the development of Westphalia Town Center and engaged with community members in a public forum.
- **Westphalia Block Party | June 20, 2026**
  Walton/Westphalia Town Center Team participated in the community block party, reinforcing its presence in the community and creating an informal opportunity for connection with Westphalia residents and stakeholders.

- **Community Newsletters | Ongoing**
  Westphalia Town Center community newsletters include residential and retail development updates. Community newsletters provide residents with recurring updates on residential and retail development activity, ensuring timely access to project information.
- **Westphalia Website | Digital Resource**
  The updated Westphalia website includes a dedicated page featuring project updates, development information, and other resources, providing residents and stakeholders with centralized source for current information.

Engagement Outcomes

Walton/Westphalia Town Center Team's engagement activities have:

- Maintained an open and dependable communication channel with Westphalia ANC leadership.
- Provided recurring opportunities to share residential and retail development updates while receiving community feedback.
- Created multiple ways for community members to access project information.
- Supported early identification and follow-up on community questions, concerns, and feedback.
- Increased Walton's visibility, presence, and accessibility through participation in community meetings and events.
- Reinforced Walton's long-term commitment to the Westphalia community through consistent proactive communication, visible community presence, educational investment, and ongoing partnership.

Community Investment

- **Walton-Westphalia Scholarship**
  Walton's commitment to Westphalia extends beyond development. Through the Walton-Westphalia Scholarship, Walton is supporting local students while investing in the community's future. The scholarship reflects Walton's commitment to expanding educational opportunity, strengthening local families, and serving as a long-term community partner.

Upcoming Engagement Activities

- **Community-Wide Virtual Meeting**
  Walton/Westphalia Town Center Team is planning a virtual meeting for the broader Westphalia community. The session will provide current development information and structured opportunity for questions, feedback, and continued dialogue. Additional information, including the meeting date, participation instructions, and agenda, will be shared with the community once confirmed.
- **National Night Out (August 4, 2026)**
  Walton/Westphalia Town Center will participate in the National Night Out taking place at Parkside at Westphalia on Tuesday, August 4, 2026 from 5 pm to 9 pm. Participation will provide another opportunity for the team to connect directly with residents, strengthen community relationships, and remain accessible in an informal community setting.

Continued Commitment and Next Steps

As Westphalia Town Center continues to evolve, Walton/Westphalia Town Center Team will remain committed to maintaining open communication, fostering trusted partnerships, and creating meaningful opportunities for community engagement. Through ongoing dialogue, transparency, and investment in the community, Walton will continue working alongside residents and community leaders to support the long-term success of Westphalia Town Center.

Ford, Ronda

From: TRACEY TWYMAN <tdtwyman@aol.com>
Sent: Tuesday, October 6, 2026 10:59 AM
To: PPD-PGCPB
Subject: Letter of Support DSP-2026-0013 - Westphalia Town Center

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Whom It May Concern,

I would like to submit the follow statement supporting the Westphalia Town Center.

My name is **Tracey Twyman**, and I have been a proud resident of **Melwood Park in the Westphalia community** for the past 26 years. Over the years, I have had the privilege of serving my community in several capacities, including as a volunteer on the **Westphalia Development Review Committee** under the leadership of **Mr. Redell Duke (RIP)** and, more recently, as a member of the **Westphalia ANC**.

I have witnessed the remarkable transformation of Westphalia from a densely forested landscape into the thriving residential community it is becoming today. Along the way, our community has weathered numerous challenges, including economic recession, changes in national and local administrations, and shifting economic priorities. Through it all, the vision has remained the same: to create a vibrant, active community where families can live, shop, connect, and enjoy a high quality of life.

I look forward to continuing to collaborate with Walton to help attract a balanced mix of retail businesses that reflect the needs and interests of our residents. Walton has consistently been receptive to community feedback, and I welcome the opportunity to work together to ensure the success of this project. I also support thoughtful and responsible adjustments to community planning, including the addition of diverse housing options that complement and strengthen the overall vision for Westphalia.

Finally, I would like to thank the many community leaders and residents who have dedicated their time, energy, and perseverance to bringing us to this point. This has truly been a long journey, and their commitment has helped keep the vision for Westphalia moving forward.

Regards,
Tracey Twyman

Ford, Ronda

From: Kevin Jefferson <kevinlamondjefferson@outlook.com>
Sent: Tuesday, October 6, 2026 11:49 AM
To: PPD-PGCPB
Subject: Letter of Support – Westphalia Town Center Retail Development

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Whom It May Concern:

I am writing to express my strong support for the continued development of the retail component of Westphalia Town Center and for the reasonable adjustments to planning requirements that may be necessary to support the project's progress and long-term success.

Westphalia Town Center has been a highly anticipated development for this community for many years. Residents are excited to see meaningful progress taking place and are eager for the retail development to become a vibrant, successful destination that serves both the residents of Westphalia and the surrounding communities.

I believe there should be reasonable flexibility as the development moves forward. Market conditions, retail trends, tenant requirements, and the realities of developing a project of this scale have evolved, and reasonable adjustments that allow the project to remain viable and continue progressing should be considered. At the same time, I believe those adjustments can be made while preserving the larger vision and quality of what Westphalia Town Center was intended to become.

An important part of that vision is ensuring that the retail development reflects what this community wants and, ultimately, what residents will support with their dollars.

Residents have consistently expressed a desire for Westphalia Town Center to offer something different from what is already available throughout much of the surrounding area. There is an opportunity here to create a retail destination that feels intentional, elevated, and representative of the community it serves rather than simply replicating the traditional suburban retail mix found elsewhere.

For example, residents have repeatedly expressed interest in a higher-end fitness offering. When discussing a gym, concepts such as Life Time, Equinox, VIDA Fitness, and DMV Iron have been mentioned as examples of the quality and experience residents would like to see. Home-focused retailers such as HomeGoods and Homesense have also generated significant interest.

Dining is another area where the community has been particularly vocal. Residents have expressed that they would like to see more than another collection of the same pizza, chicken, fast-food, and traditional casual-dining concepts already prevalent throughout the area. That does not mean those categories cannot be successful here, but there is a strong desire for concepts that bring something different, elevated, or unique to Westphalia.

Residents envision being able to start their morning here with coffee or breakfast, meet friends for brunch, work remotely from a comfortable café or shared space, stop for happy hour after work, and take

their families or guests to a quality restaurant for dinner. They want dining options that extend beyond the traditional Red Lobster or Olive Garden model and create reasons for people to choose Westphalia as a destination rather than leave the community for those experiences.

Just as importantly, I believe the success of the retail development should be considered beyond the individual storefronts. There is an opportunity to create a true sense of place by connecting the retail with green spaces, landscaping, outdoor seating, pedestrian-friendly gathering areas, and perhaps even flexible lawn or turf areas where residents can sit, picnic, socialize, or participate in community programming.

Those elements can help distinguish Westphalia Town Center from a traditional shopping center. The goal should be a place where people do not simply arrive, make a purchase, and leave, but where they want to spend time.

I offer these comments not as an attempt to prescribe specific tenants or limit the flexibility necessary to successfully develop and lease the project. I recognize that tenant recruitment, financing, market demand, construction realities, and many other factors ultimately influence what is possible. Rather, I offer them as an important reflection of what residents continue to communicate about the type of development they are excited and prepared to support.

The community has waited a long time for this moment, and there is genuine excitement surrounding the progress now taking place. Maintaining that momentum is important.

For those reasons, I support the continued advancement of the Westphalia Town Center retail development and reasonable adjustments that help move the project forward while maintaining the quality, character, and overall vision that have made this development so important to the community.

Westphalia Town Center has an opportunity to become more than another retail development. Done thoughtfully, it can become a true gathering place and destination; one that reflects the community around it, attracts visitors from throughout the region, supports quality businesses, and gives residents a place they are proud to call their own.

I respectfully encourage continued support for the project and look forward to seeing this long-awaited vision become a reality.

Sincerely,

Kevin Jefferson

October 5, 2026

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: Sherri Conner, Chief, Development Review Division

FROM: Hyojung Garland, Supervisor, Urban Design Section

SUBJECT: **Item 6 – Detailed Site Plan DSP-2026-0013 Westphalia Town Center - Retail**
Planning Board Agenda October 8, 2026 – Staff Revisions to Technical Report

This supplemental memorandum provides staff's revised findings and conditions (brackets and strikethrough for deleted language and underlining for new language) to the technical staff report dated September 24, 2026, based on a revised referral from the Environmental Planning Section.

Proposed revision to Finding 9, page 45:

9. Preliminary Plan of Subdivision 4-08002: Preliminary Plan of Subdivision (PPS) 4-08002 for Westphalia Center, was approved by the Planning Board on June 4, 2009 (PGCPB Resolution No. 09-93(A)) with 54 conditions. The conditions applicable to, and affected by, this DSP amendment are listed below, in **bold** text. Staff's analysis of the PPS conditions follows each one, in plain text:

* * * * * * * * * * *

37. Prior to signature approval of the preliminary plan, the following note shall be placed under the worksheet on the TCPI:

"The use of fee-in-lieu to meet the off-site woodland conservation requirement was approved by the District Council. Other methods of meeting the woodland conservation threshold on-site may be explored during the preparation and review of the TCPII. Every attempt shall be made to meet the threshold on-site using street trees, trees in bioretention areas, preservation of woodland in the PMA outside the 100-year floodplain, and other allowable methods. If, during the review of the TCPII, the threshold cannot be met completely on-site, the remainder of the requirement shall be met using fee-in-lieu. Prior

to signature approval of the DSP, a recipient of the fee-in-lieu funds shall be identified."

[~~This condition was generated in response to Prince George's County Council Bill CB-29-2008 which allowed for the use of fee-in-lieu, just as any site is allowed to use fee-in-lieu, after exhausting all other woodland conservation options, as required by the Woodland Conservation Ordinance. The current TCP2 associated with this DSP is a phase within the larger Westphalia Town Center and each phase must meet its own requirement.~~

~~The TCP2 as submitted shows a woodland conservation worksheet on the cover sheet using the "Single Lot – Prior TCP Approval" calculations. Because the proposed development is a phase within a larger project, the "Standard Worksheet" should be used to calculate the requirements of this individual phase related to DSP-2026-0013. The numbers from the standard worksheet must then be reflected as a phase in the "Phased Worksheet" which is shown on the detail sheet of the TCP2.~~

~~The threshold for this phase related to DSP-2026-0013 is 15 percent of the net tract, or 8.39 acres. Based on the woodland conservation summary tables shown on the TCP2, the applicant is proposing 3.95 acres of preservation and 3.90 acres of reforestation, for a total of 7.85 acres.~~

~~The sector plan calls for a dense town center and the grading necessary to provide cohesive design limits the opportunities for on-site woodland conservation. The applicant is proposing to provide a majority of the threshold for this phase related to DSP-2026-0013 within its phase. In accordance with this condition, the applicant may choose to meet the remainder of the woodland conservation requirements for this phase with fee-in-lieu, provided a recipient of the fee-in-lieu funds is identified prior to certification of the DSP. Alternatively, the applicant may choose to meet the remainder of the woodland conservation requirement off-site.~~] The use of fee-in-lieu has been superseded by State legislation entitled Natural Resources – State and Local Forest Conservation Funds (HB 272/SB 234) from 2019 relative to fees. The submitted Type 2 tree conservation plan (TCP2) has been found to be in conformance with current applicable legislation, as conditioned herein.

* * * * * * * * * * *

Proposed revision to Finding 12, pages 49–50:

12. Detailed Site Plan DSP-22042: DSP-22042, for infrastructure only, including grading, utility, and street layout, was approved by the Planning Board on December 14, 2023 (PGCPB Resolution No. 2023-138), subject to three conditions. [~~A~~] Conditions relevant to this DSP [~~is~~]are listed below, in **bold** text. Staff's analysis of the DSP's conditions follows, in plain text:

2. Prior to certification of the Type 2 Tree Conservation Plan (TCP2-039-2023), the TCP2 shall be revised, or additional information shall be provided, as follows:

e. Revise the information related to the phasing/section map and notes on Sheet 2, as follows:

(5) Correct the last sentence of Note 2 as follows: "The amount of off-site woodland conservation required for Phase 4 is satisfied through an off-site woodland conservation bank."

The TCP2 associated with DSP 22042, TCP2 039 2023, was certified in accordance with this condition and showed the use of preservation, reforestation/afforestation, and off-site woodland conservation credits to meet the Woodland Conservation Ordinance requirements for the clearing associated with this phase of the overall Westphalia Town Center project in the worksheets on the plan.

DSP 22042 was approved for the infrastructure associated with this phase of the development, and the current application is for the final design. The TCP2 submitted with the current application shows the use of preservation, reforestation/afforestation, landscape credit, and fee in lieu to meet the woodland conservation requirements. The use of landscape credit and fee in lieu is not in conformance with prior approvals. The woodland conservation worksheets shown on the TCP2 shall be revised to reflect only the use of preservation, reforestation/afforestation, and off-site credits to meet the woodland conservation requirements.

* * * * * * * * * * *

Proposed revision to Conditions, pages 59–60:

3. Prior to certification, the applicant shall revise the Type 2 tree conservation plan (TCP2) as follows:

h. The woodland conservation worksheets shown on the TCP2 shall be revised to reflect only the use of preservation, reforestation/afforestation, and off-site credits to meet the woodland conservation requirements.

Item No.: 7
PB Date: 10/8/2026

Note: Staff reports can be accessed at https://www.pgplanningboard.org/participate/attend-contribute-to-a-planning-board-meeting/

Countywide Planning Division
Special Projects Section 301- 952-3248

October 8, 2026

MEMORANDUM

TO: Prince George's County Planning Board

VIA: James Hunt, Acting Director, Prince George's County Planning Department
Katina Shoulars, Acting Deputy Director, Prince George's County Planning Dept.
Thomas Burke, Acting Division Chief, Countywide Planning Division ***TB***

FROM: Bobby Ray, AICP, Planning Supervisor, Special Projects Section, Countywide Planning Division ***BR***

SUBJECT: **June 2026 Amendment Cycle - 2018 *Approved Water and Sewer Plan***

Before the Planning Board is Council Resolution (CR-097-2026), introduced by Council on September 15, 2026. The Resolution contains the June 2026 Cycle of Water and Sewer Category applications for amendments to Prince George's County's 2018 *Approved Water and Sewer Plan (Water and Sewer Plan).* The June 2026 amendment cycle totals three applications. The table below provides the applicant request, the County Executive's recommendation, and the Planning Staff recommendation.

June 2026 Cycle of Water & Sewer Amendments – Recommendations

Application Number	***Project Name / Proposal***	***Request***	***Proposed Development***	***County Executive Recommendation***	***Planning Staff Recommendation***
26/W-05	4110 Ryon Rd	5 to 3	One (1) Single Family Detached Residential Unit	Advance to Water and Sewer Category 3 – Community System	Advance to Water and Sewer Category 3
26/W-06	7809 Croom Rd	5 to 4	Ten (10) Single Family Detached Residential Units	Retain Water and Sewer Category 5*	Retain Water and Sewer Category 5
26/WWP-01	Lake Presidential Golf Club	Irrigation Well for Golf Course	Existing Golf Course	Conditional approval for replacement of the irrigation well from the Patapsco Aquifer**	Conditional Approval

*Environmental concerns regarding development within a floodplain, steep slopes, and unsafe soils containing Marlboro Clay should require further evaluation of this proposal before the preliminary plan of subdivision (PPS) review.

**This new irrigation well proposes appropriation from the Patapsco Aquifer and therefore requires "conditional" approval at the County level before the Maryland Department of the Environment (MDE) action.

THE PLANNING BOARD'S ROLE IN REVIEWING AMENDMENTS TO THE COUNTY'S WATER AND SEWER PLAN

The Planning Board's role in reviewing amendments to the County's Water and Sewer Plan is established in state law and set forth in the Plan. In summary, the Board is required to:

1. Review the amendments for consistency with the General Plan and submit recommendations to the County Executive and County Council for each category change in accordance with the County Code; and

2. Provide any information and assistance requested by the County Council or the County Executive for preparing, reviewing, adopting, revising, or amending the County's Water and Sewer Plan.

Finding Consistency with the General Plan

When the Planning Board reviews an amendment for consistency with the 2014 *Approved Plan Prince George's* 2035 *(*Plan 2035*),* the Board should determine whether the amendment will further, and not be contrary to, the following items in the General Plan: (1) policies; (2) timing of the implementation of the General Plan; (3) timing of development; (4) timing of rezoning; (5) development patterns; (6) land uses; and (7) densities or intensities. See Maryland Code, Land Use Article, Secs. 1-302 and 1-303.

The Planning Board should consider the same items in any applicable area master plan that amends the General Plan. The Board should also consider the policies set forth on pages 234 and 235 of the General Plan relating to the orderly expansion and extension of water supply systems, sewerage systems, and solid waste disposal systems:

> Water and sewer management secures adequate water supplies and healthy drinking water, promotes public health, and protects our natural resources. It is also an important tool for guiding and phasing development and curtailing further sprawl in the County.
>
> The provision of public water and sewer service is limited to the County's designated sewer envelope. The purpose of the sewer envelope is to promote the efficient use of public infrastructure investment, concentrate growth in communities where services are sufficient to accommodate development and preserve the County's rural and environmentally sensitive land.

In the following report, staff provided an analysis of each amendment's consistency with the General Plan and provided recommendations for each amendment.

Providing Information to the County Council and County Executive
According to Section 9-516(e) of the Environmental Article of the Maryland Code, the Maryland-National Capital Park and Planning Commission (M-NCPPC) shall provide any requested information to each County as to:

(1) Population;

(2) Growth projections;

(3) Planning factors; and

(4) Other developmental standards.

Staff provided the requested background information on these category change applications in the following report:

OVERVIEW OF THE WATER AND SEWER PLANNING PROCESS
Maryland law requires every county to develop a water and sewer plan to ensure there is adequate public water and sewer service to accommodate planned development. In Prince George's County, the responsibility for creating a water and sewer plan is shared between the Executive and Legislative branches of government. The County Executive is responsible for developing the plan, including subsequent amendments, and presenting it to the County Council for review and action. The amendment process allows the County Executive to ensure compliance with the goals, objectives, and legal authority of the plan. The County Council exercises its legislative powers by preparing objectives and policies that set forth the framework for the plan, and ultimately by approving the Plan and Plan Amendments after a public hearing.

State law further requires that the Plan be referred to the Washington Suburban Sanitary Commission (WSSC), the Maryland-National Capital Planning Commission (M-NCPPC), and other agencies for review and comments. It is the responsibility of M-NCPPC to provide information on planning factors, impacts on public facilities, zoning, and other development review standards. Recommendations are then submitted for each category change to determine consistency with County planning objectives. State law also requires that the M-NCPPC find the Amendments to the Water and Sewer Plan to be consistent with the General Plan and all master plans, prior to adoption by the County Council.

The County's Water and Sewer Plan was adopted on October 8, 2019. Its contents include critical chapters dealing with such items as policies and procedures for water and sewer planning, descriptions of water and sewer categories, existing water systems, and sewage treatment facilities. It sets forth the procedures and requirements for amending the Plan and water and sewer service categories. The maps depict the official water and sewer category designations for all properties in the County.

The *2014 Plan Prince George's* 2035 *General Plan* (Plan 2035) discusses water and sewer in the Public Facilities discussion of Section IV ("Elements"). In that discussion, the water and sewer categories used by the County to guide water and sewer expansion are defined as follows:

Category 3: Community System - This category comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid preliminary plan approved for public water and sewer.

Category 4: Community System Adequate for Development Planning - This category includes all properties inside the Sewer Envelope for which the subdivision process is required.

Category 5: Future Community System - This category consists of land inside the Sewer Envelope that should not be developed until water and sewer lines are available to serve the proposed development and its community, as needed, to meet growth projections, or when additional residential capacity is required.

Category 6: Individual Systems – Well and Septic Systems or Shared Facilities - This category consists of all areas outside the limit of planned water and sewer service (Sewer Envelope), and of certain larger tracts of parkland and open space inside the Sewer Envelope. Development in Category 6 must use permanent individual water supply and wastewater disposal systems (i.e., well and septic systems), or shared facilities and smaller community systems, as approved by the County. Re-designation to and from Category 6 must proceed through a legislative amendment process.

Chapter Six (6) of the Water and Sewer Plan indicates that the County Council has the authority to adopt and amend the Plan following recommendations from the County Executive. This chapter further describes the amendment process, which includes both legislative and administrative amendments. Legislative amendments, like this one, are scheduled four times a year, with applications due to the Department of Permitting, Inspections and Enforcement (DPIE) on March 1, June 1, September 1, and December 1. Chapter Six (6) also describes the Commission's responsibility to compile information on General Plan policies, master plan recommendations, zoning, subdivision status, and adequacy of public facilities.

The Growth Policy Map, as provided in Plan 2035, communicates the vision for land use and development in the County. It communicates where and how the County should grow and evolve over the next 20 years.

The Growth Policy Map consists of six components. They are as follows:

1. **Regional Transit Districts** are envisioned as high-density, vibrant, and transit-rich, mixed-use areas that capture the majority of future residential and employment growth and development in the County (see also Plan 2035 Center Classification in the Land Use chapter).

2. **Employment Areas** command the highest concentrations of economic activity in four targeted industry clusters: healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government.

3. **Local Centers** are focal points for development and civic activity.

4. **Established Communities** are existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit and Local Centers.

5. **Future Water and Sewer Service Areas** are holding areas that are located inside the Growth Boundary but have not been approved for a water and sewer category change. Near-term development in these areas is deferred until additional residential capacity is required.

6. **Rural and Agricultural Areas** contain significant natural and agricultural resources that are best suited for agricultural activity, forest preservation, and very low-density residential development on well and septic.

The Planning Department staff considers the following criteria when reviewing water and sewer category change requests **to determine if proposals are consistent with the policies of Plan 2035.** The criteria require that applicants seeking to advance their water/sewer category change must demonstrate that:

✓ The project is contiguous to existing built development;
✓ The project complies with applicable zoning requirements;
✓ The location of the property is within or outside of the Sewer Envelope;
✓ The project has roadways capable of supporting demands from the proposed development; and;
✓ The developer will bear full responsibility for the cost of on-and off-site improvements.

The above criteria facilitate the implementation of the Future Water and Sewer Service Areas component of the Growth Policy Map. Future Water and Sewer Service Areas are intended to receive public water and sewer someday, but not ahead of other vacant land closer to the urban core. The criteria establish the standards for this policy by requiring that existing built development and existing public water and sewer service already be present next to the property seeking service.

Item No: 7
PB Date: 10/8/2026

June 2026 CYCLE

Requested Amendments

to the

2018 Water and Sewer Plan

The Maryland-National Capital Park and Planning Commission

DRAFT

Prince George's County Planning Department

Planning Staff Comments

Aisha N. Braveboy
County Executive

Staff Report
June 2026 Cycle
Amendments to the 2018 Water and Sewer Plan

DPIE
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
Dedication | Performance | Integrity | Excellence



Staff Report
June 2026 Cycle
Amendments to the 2018 Water and Sewer Plan

Council District	Applicant by Sewer Basin	Request	Executive's Recomm.	Reviewed Previously	Page
	Parkway (0)				
	Blue Plains (0)				
	Western Branch (2)				
6	26/W-05 4110 Ryon Road	5 to 3			
9	26/W-06 7809 Croom Road	5 to 4			
	Piscataway (0)				
	Mattawoman (0)				
	Total Applications (2)				
	Water Withdrawal Permit (1)				
6	26/WWP-01 Lake Presidential Irrigation Well Replacement	New MDE Permit/New Aquifer			
	Countywide Redesignations/Map Amendments/Water & Sewer Connection Confirmations				
	Total Redesignations (4)				
9	8002 Lohr Lane	5 to 3	3		
	8006 Lohr Lane	5 to 3	3		
	9701 Dangerfield Road	5 to 3	3		
	9607 Wagner Trail	5 to 3	3		

4110 Ryon Road

WSSC Grid 206SE08

Category Change
5 To 3

June 2026 LA Cycle
Application 26/W-05

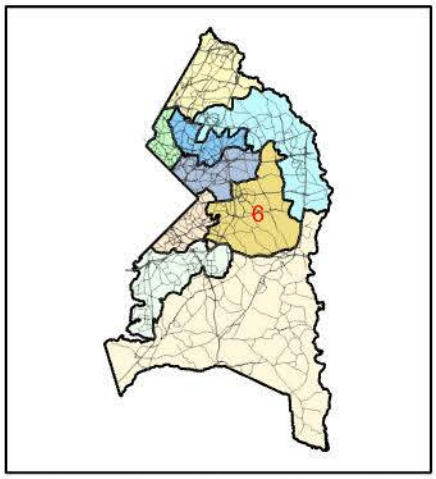


Legend

- Historic_Site
- Levitt_Sewerline
- GenPln_2035_Growth_B
- dormantcategories
- Sewer Pipes
- C_SSWR_PIPE_PRES
- Water Pipes
- RAILROADS
- Streets
- Septic1
- Envelope
- Property_Flattened_Py
- BUILDINGS
- streams
- PONDS
- WETLANDS
- MARLBOROCLAY
- County_Floodplain

Sewer

- S-3 Community System
- S-4 Community System Adequate for Development Planning
- S-5 Future Community System
- S-6 Individual System
- S-6P Private, Shared or Community System
- 4110 Ryon Road



80 40 0 80 160 240 320 Feet



Department of Permitting, Inspections and Enforcement
Site /Road Plan Review Division

W:\WATER AND SEWER PLAN PROGRAMS_DPIE\Maps_2018 Folder

CYCLE: June 2026 Cycle **CASE #: 26/W-05**

WATER AND SEWER CATEGORY AMENDMENT REQUEST

DEPARTMENT: Prince George's County Planning Department
The Maryland-National Capital Park and Planning Commission

CASE NAME: 4110 Ryon Road

PREVIOUSLY REVIEWED: No

LOCATION: 4110 Ryon Road, Upper Marlboro, MD. 20772

TAX ACCOUNT: 0550533

COUNCILMANIC DISTRICT: 6

WITHIN GROWTH BOUNDARY: Yes, Tier 2

PRIORITY FUNDING AREA: No

PLANNING AREA: 78, Westphalia and Vicinity **WSSC GRID:** 206SE08

ACRES: 0.517 **PARCEL/LOT:** 7 **TAX MAP and GRID:** 90; D2

EXISTING ZONING CATEGORY: RR, Residential Rural

PROPOSAL: One (1) Single Family Detached Residential Unit

REQUEST: Water and Sewer Category Change from 5 to 3

Relationship of the Proposed Project to Land Use and Functional Master Plans:

A. **General Plan:** The subject property is located within the Growth Boundary in the Prince George's County Growth Policy Map in Plan 2035. The Growth Boundary designates the areas that are eligible to receive public water and sewer as provided in the 2018 Water and Sewer Plan. The 2018 Water and Sewer Plan requires that any water and sewer category change must be consistent with the applicable Land Use Plan before a change can occur. The proposed water and sewer category change is consistent with the applicable Land Use Plan. Additionally, the subject property is located within the Established Communities growth policy area. Plan 2035 defines Established Communities as communities that are the most appropriate for context-sensitive infill and low-medium density developments. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met (p. 20). MDC 6/9/2026

B. Master Plan: The 2007 *Approved Westphalia Sector Plan* recommends Low-Density Residential land use on the subject property (Map 4: Land Use, p. 19). The proposed use of one (1) single-family detached residential unit is consistent with the applicable Land Use Plan. MDC 6/9/2026

Historic Sites and Districts Plan:
Historic Preservation: There are no Prince George's County Historic Sites or resources on or adjacent to the property. No effect on any Prince George's County Historic Sites or resources.

Archaeology – The subject side was previously subdivided. There are no previously identified archaeological sites on the property, however the site has not been surveyed for archaeological resources. Due to previous disturbances, a Phase I archaeology survey will not be recommended through subsequent development of the property.
JAS 6/9/2026

2017 Green Infrastructure Plan: The 2017 Countywide Green Infrastructure Plan was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, the entire site is in the Evaluation Area.

Zoning Status: Existing single family detached residential dwelling is permitted in the RR Zone – EJK 6/4/2026

SMA/Existing Zoning: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from R-R Zone (Residential - Rural) to the RR (Rural, Residential) zone effective April 1, 2022.

Pending Zoning and Special Exception Applications: There are no pending zoning applications for the property, and it has not been subject to any special exception approvals. - EJK 6/5/2026

Permit: No prior permits.

Subdivision Status: The subject property consists of one parcel known as Parcel 7 recorded in the Prince George's County Land Records in Plat Book BB 15, Plat Number 3, in 1948. The subject 0.51-acre property is located in Tax Map 90, Grid D-2. The property is zoned RR (Rural, Residential), and MIO (Military Installation Overlay for height and noise). It is located in Water/Sewer Category 5.

Development of the land for any use other than one single-family detached dwelling and their accessory uses, or further subdivision of the property, will require a PPS and final plat. The proposed development of one single-family detached dwelling unit on the subject property does not require the approval of a PPS in accordance with Section 24-1401 of the Subdivision Regulations. (MV,6/8/2026)

Significant Impact on Transportation System: The subject property is located on Ryon Road approximately 830 feet north of its intersection with Armstrong Lane. According to the 2009 Approved Countywide Master Plan of Transportation, Ryon Road is not a master-planned roadway, nor are specific bicycle and pedestrian facilities recommended for the road in the plan. Ryan Road currently has a 42-foot right-of-way and an approximate pavement width of 23 feet. Along the subject property, curbs, sidewalks, and shoulders are absent on the east side of the road, while a curb and five-foot sidewalk are present on the west side of the road. All future development along Ryon Road may require coordination with the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE), and the Department of Public Works and Transportation (DPW&T). Should the property be subdivided through the subdivision process, staff will evaluate if all rights-of-way have been appropriately dedicated. (ET 6/11/2026)

Sustainable Growth and Agricultural Preservation Act: Tier 2

Significant Impact on Public Facilities: The subject property is located within Planning Area 78, Westphalia & Vicinity. The subject property is served by Police District VIII, Westphalia located at 8803 Police Plaza, Upper Marlboro, MD 20772. The subject property is served by the Forestville Fire Station, Company 823, located at 8321 Old Marlboro Pike, Upper Marlboro, MD. 20772. The subject property is located within School Cluster 4. This project will have minimal impact on public facilities.

Significant Impact on Natural Resources: The site has an approved natural resource inventory equivalency letter (NRI-EL-2026-0042) and an approved woodland conservation ordinance exemption letter (WCO-SE-2026-0056). According to PGAtlas, the site is within a stronghold watershed. PGAtlas shows no steep slopes or 100-year floodplain. Unsafe soils containing Marlboro clay or Christiana complexes are not mapped on-site. Rare, threatened, or endangered species are not mapped on or near this property. Potential forest interior dwelling species (FIDS) are mapped on-site.

Comments Received from Outside Agencies

County Executive Recommendation: Advance to Water and Sewer Category 3 – Community System.

Water and Sewer Plan Administrator: The property is located inside the Sewer Envelope, in a category designated for public water and sewer servicing, within Sustainable Growth Act Tier 2 – Planned for public sewer service, and within the Growth Boundary.

2018 Water and Sewer Plan: Generally consistent with criteria established in the Plan relating to contiguity to existing urban or suburban developments, proximity to existing or funded public water and sewer systems and in concert with the availability of other public facilities. The Plan recommends properties located inside the Sewer Envelope, within SGA Tier 2 and within the Growth Boundary to be developed on public water and sewer systems and requires the developers (including homeowners) to bear full responsibility for the costs of on-and off-site public facilities.

WSSC comments:

Water: A 12" water line in Ryon Road abuts the property (Contract No. 1973-5709A).

Sewer: Average wastewater flow: 280 gpd. An 8" sewer line in Crystal Oaks Lane abuts the property (Contract No. 2006-4358B). A private easement is required to pass through the HOA parcels for service connection to this main. An 8" sewer line terminates near the end of Ryon Road (Contract No. 2016-6041B). A system extension will likely be required.

Health Department comments: This office has no objection to the category change.

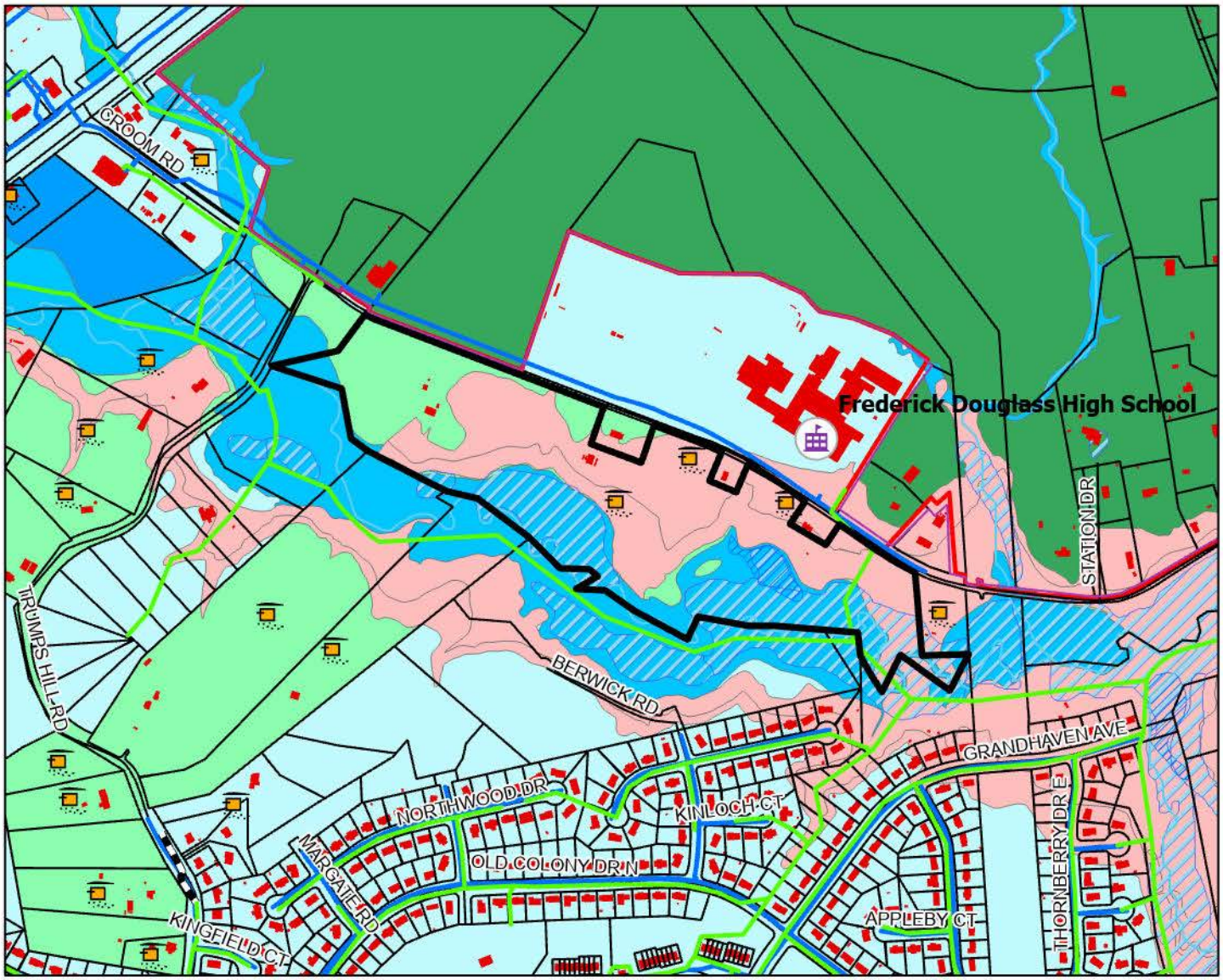
DPIE (Central District) comments: As part of the site development process, the applicant shall obtain a Site Development Concept, Site Development Fine-Grading permit, and all other required entitlements, including a Building permit. The applicant shall provide frontage improvements along Ryon Road. All improvements within the public right -of-way shall be designed and constructed in accordance with the County Road Ordinance and DPW&T Specifications and Standards.

7809 Croom Road

WSSC Grid 210SE11

Category Change
5 To 4

June 2026 LA Cycle
Application 26/W-06



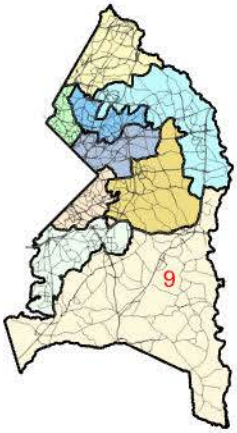
Legend

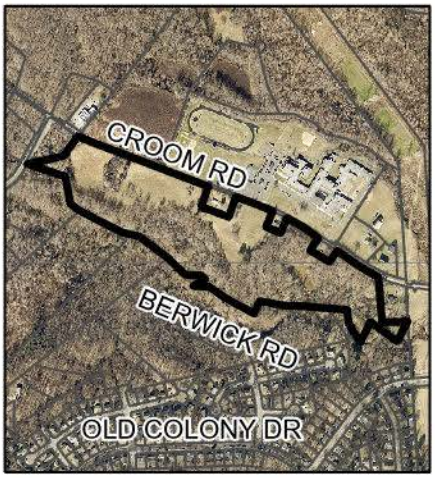
- Levitt_Sewerline
- GenPln_2035_Growth_B
- dormantcategories
- Sewer Pipes
- C_SSWR_PIPE_PRES
- Water Pipes
- RAILROADS
- Streets
- Septic1
- Envelope
- Property_Flattened_Py
- BUILDINGS
- streams
- PONDS
- WETLANDS
- MARLBOROCLAY
- County_Floodplain

Sewer

- S-3 Community System
- S-4 Community System Adequate for Development Planning
- S-5 Future Community System
- S-6 Individual System
- S-6P Private, Shared or Community System
- 7809 Croom Road

SCHOOLS





Department of Permitting, Inspections and Enforcement
Site /Road Plan Review Division

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W:\WATER AND SEWER PLAN PROGRAMS_DPIE\Maps_2018 Folder

CYCLE: June 2026 Cycle **CASE #: 26/W-06**

WATER AND SEWER CATEGORY AMENDMENT REQUEST

DEPARTMENT: Prince George's County Planning Department
The Maryland-National Capital Park and Planning Commission

CASE NAME: 7809 Croom Road

PREVIOUSLY REVIEWED: No

LOCATION: 7809 Croom Road, Upper Marlboro, MD. 20772

TAX ACCOUNT: 1734680

COUNCILMANIC DISTRICT: 9

WITHIN GROWTH BOUNDARY: Yes, Tier 2

PRIORITY FUNDING AREA: YES

PLANNING AREA: 82A, Rosaryville **WSSC GRID:** 210SE11

ACRES: 20.02 **PARCEL/LOT:** 19 **TAX MAP and GRID:** 110; A4

EXISTING ZONING CATEGORY: RE, Residential Estate

PROPOSAL: Ten (10) Single Family Detached Residential Units

REQUEST: Water and Sewer Category Change from 5 to 4

Relationship of the Proposed Project to Land Use and Functional Master Plans:

A. **General Plan: 2014 Approved Plan Prince George's 2035 (Plan 2035):** The subject property is located within the Growth Boundary in the Prince George's County Growth Policy Map in Plan 2035. The Growth Boundary designates the areas that are eligible to receive public water and sewer as provided in the 2018 Water and Sewer Plan. The 2018 Water and Sewer Plan requires that any water and sewer category change must be consistent with the applicable Land Use Plan before a change can occur. The proposed request to change the Water and Sewer category from 5 to 4 is consistent with the applicable Land Use Plan.

   Additionally, the subject property is located within Established Communities. Plan 2035 defines Established Communities as communities that are the most appropriate for context-sensitive infill and low-medium density developments. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met (page 20).

B. Master Plan: The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* recommends residential low land use on the subject property (Future Land Use Map, Map 27). Residential low land use is defined as "Residential areas of up to 3.5 dwelling units per acre. Primarily single-family detached dwellings." (Table 7, page 40). The proposed use of a 10-unit single-family detached subdivision is consistent with the recommended future land use. (HM, 6/4/2026)

Historic Sites and Districts Plan:
Historic Preservation – The site contains two previously documented properties: 1) 82A-057 – Griffith Tobacco Barn No. 1, built ca. 1900, and 2) 82A-58 Griffith Tobacco Barn No. 2 built between 1830 and 1900. There are no Prince George's County Historic Sites or resources located on or adjacent to the site.

Archaeology: The subject site has not been surveyed for archaeological resources. If a subdivision application is submitted to the Planning Department, a Phase I archaeology survey will be recommended.
JAS 6/9/2026

2017 Green Infrastructure Plan: The 2017 Countywide Green Infrastructure Plan was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, most of the site is in the Evaluation Area with Regulated Area present in the location of 100-year floodplain, wetlands, and a stream as mapped on PGAtlas.

Zoning Status: The proposed use of single family detached residential dwellings is permitted in the RE Zone. The proposed residential density is also permitted in the RE Zone. - EJK 6/4/2026

SMA/Existing Zoning: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from R-E Zone (Residential - Estate) to the RE (Residential, Estate) zone effective April 1, 2022.

Pending Zoning and Special Exception Applications: There are no pending zoning applications for the property, and it has not been subject to any special exception approvals. - EJK 6/5/2026

Permit: No prior permits

Subdivision Status: The subject property consists of one acreage parcel known as Parcel 19 described in the Prince George's County Land Records in Book 26805 page 217. The parcel has remained in the same configuration and acreage since 1916. The subject 20.02-acre property is located in Tax Map 110, Grid A4. The property has never been the subject of a preliminary plan of subdivision (PPS) or a record plat.

Development of the land for any use other than one single-family detached dwelling and their accessory uses, or further subdivision of the property, will require a PPS and final plat. All major subdivision lots would be required to be served by public sewer per Section 24-4404(b) of the Subdivision Regulations. The proposed development of one single-family detached dwelling unit on the subject property does not require the approval of a PPS in accordance with Section 24-1401 of the Subdivision Regulations.

Significant Impact on Transportation Sytem: The subject property is located on MD 382 (Croom Road) approximately 1,550 feet east of its intersection with US 301. According to the 2013 Approved Subregion 6 Master Plan, Croom Road is designated as a master-planned collector facility C-615, with an ultimate 80-foot right-of-way accommodating two vehicular lanes at buildout. The plan recommends a shared roadway or bike-on-shoulder facility for bicycle accommodations on Croom Road. Currently, the right-of-way along Croom Road varies across the property, from 22 feet wide along the west side to a maximum of 53 feet on the east side and an approximate pavement width of 22 feet. Additionally, there is a "May Use Full Lane" bicycle sign on the western end of the property on Croom Road heading eastbound, but none on the westbound side.

Along the subject property, sidewalks, curb, and shoulder are mostly absent, although some road shoulder exists in pockets on the north side of Croom Road, closer to Frederick Douglas High School. All future development along Croom Road may require coordination with the Maryland State Highway Administration (SHA), Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE), and the Department of Public Works and Transportation (DPW&T). Should the property be subdivided through the subdivision process, staff will evaluate if all rights-of-way have been appropriately dedicated. (ET 6/11/2026)

Sustainable Growth and Agricultural Preservation Act: Tier 2

Significant Impact on Public Facilities: The subject property is located within Planning Area 82A, Rosaryville. The subject property is served by Police District V, Clinton, located at 6707 Groveton Drive, Clinton, MD. 20735. The subject property is served by the Croom Fire Station, Company 820, located at 7710 Croom Rd, Upper Marlboro, MD 20772. The subject property is located within School Cluster 6. This project will have minimal impact on public facilities.

Significant Impact on Natural Resources: The site does not have an approved type 2 tree conservation plan (TCP2) nor does it have an approved natural resource inventory (NRI). The site is mostly wooded with the remainder of the site being an open field with one primary and accessory structure. A pond appears to be located within the southwestern portion of the property. According to PGAtlas, a tributary of the Charle Branch runs along the southern boundary of the site, which is associated with 100-year floodplain and potential wetlands. The site is not mapped within a stronghold watershed. PGAtlas also shows areas of steep slopes on-site. Unsafe soils containing Marlboro clay is mapped on-site. Rare, threatened, or endangered species are not mapped on-site; however, potential forest interior dwelling species (FIDS) are also mapped on or near this property.

Comments Received from Outside Agencies

CE Recommendation: Retain Water and Sewer Category 5. Environmental concerns regarding development within a floodplain, steep slopes, and unsafe soils containing Marlboro Clay, should require further evaluation of this proposal before the preliminary plan of subdivision (PPS) review.

Water and Sewer Plan Administrator: The property is located inside the Sewer Envelope, in a category designated for public water and sewer servicing, within Sustainable Growth Act Tier 2 – Planned for public sewer service, and within the Growth Boundary. However, there are environmental issues regarding 100-year floodplain and potential wetlands, steep slopes, and unsafe soils containing Marlboro Clay, that should be reviewed before any development is proposed for this property. Furthermore, no building is to occur within a delineated floodplain for which a substantial portion of the property is mapped.

2018 Water and Sewer Plan: Generally consistent with criteria established in the Plan relating to contiguity to existing urban or suburban developments, proximity to existing or funded public water and sewer systems and in concert with the availability of other public facilities. The Plan recommends properties located inside the Sewer Envelope, within SGA Tier 2 and within the Growth Boundary to be developed on public water and sewer systems and requires the developers (including homeowners) to bear full responsibility for the costs of on-and off-site public facilities.

WSSC Comments

> **Water:** A 20" water line in Croom Road abuts the property (Contract No. 1981-5232A). A non-CIP extension may be required depending on the layout of the proposed 10 lots. There is a large diameter Cast Iron water main in the vicinity of this project. Service to this property may require connection to a large diameter (20") Cast Iron water main. This may impact service to this property. The applicant will need to submit for a Large, Small Main Connection review.
>
> **Sewer:** Average wastewater flow: 2,800 gpd. Option 1: There is an existing 27" sewer line to the south of the site running along Charles Branch stream valley (Contract No. 1967-2694A). A nonCIP sized sewer extension may be required to serve the property depending on the proposed layout for the proposed 10 lots. This extension would connect to the existing 27" sewer main which would require easements on and off the applicant's property. Option 2: Connect to the existing 10" sewer (Contract No. 1981-5232S) that crosses the applicant's property. A sewer extension through the applicant's site to serve all 10 proposed lots may be required. Easements on the applicant's property may be required. Construction of these extensions may involve the removal of trees, temporary disruption of wetlands and stream valley. Offsite easements may be required for a sewer main extension.

Health Department comments: This office has no objection to the category change.

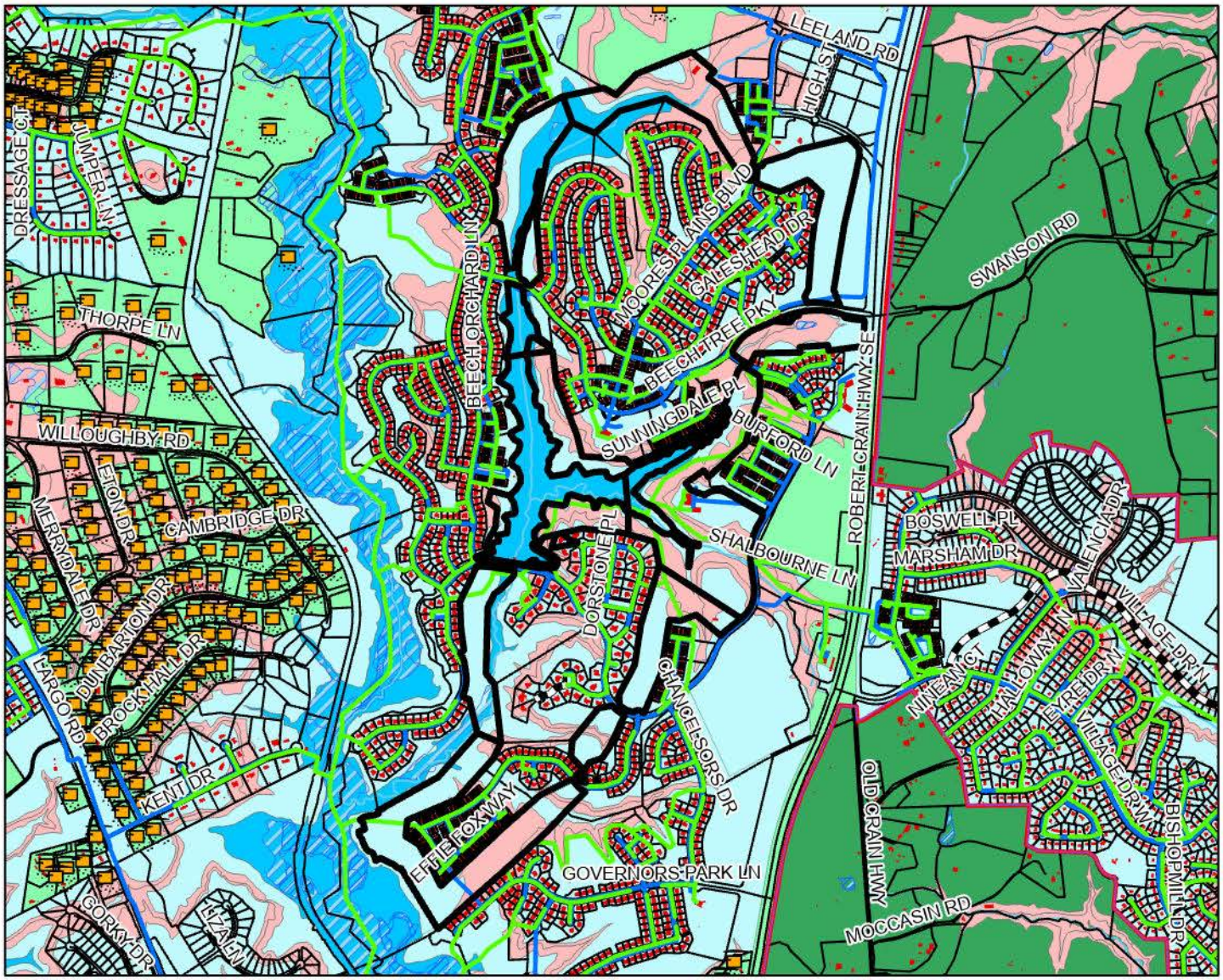
DPIE (Central District) comments: As part of the site development process, the applicant shall obtain a Site Development Concept, Site Development Fine-Grading permit, and all other required entitlements, including a Building permit. The applicant shall obtain and provide approval from the Maryland State Highway Administration (SHA) for any required frontage improvements along Croom Road.

Lake Presidential Irrigation Well Replacement

WSSC Grid 205SE13/14

Water Withdrawal

June 2026 LA Cycle
Application 26/WWP-01

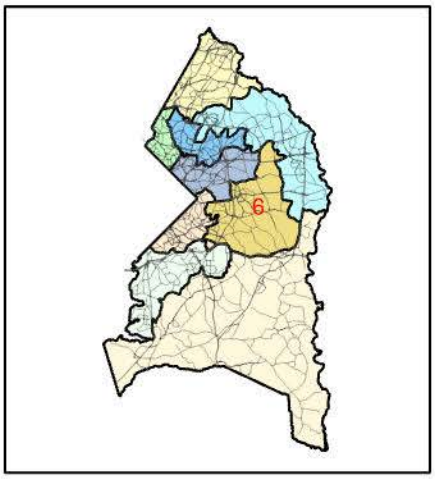


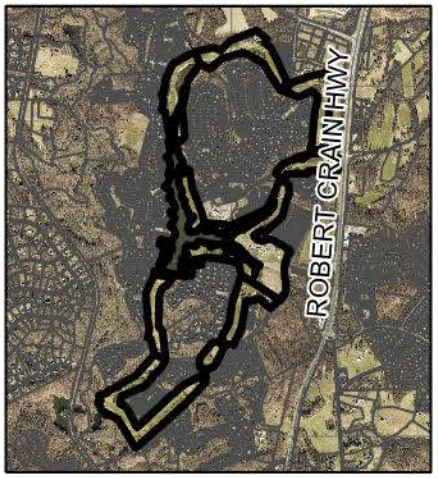
Legend

- Levitt_Sewerline
- GenPln_2035_Growth_B
- Sewer Pipes
- C_SSWR_PIPE_PRES
- Water Pipes
- RAILROADS
- Streets
- Septic1
- Envelope
- Property_Flattened_Py
- BUILDINGS
- streams
- PONDS
- WETLANDS
- MARLBOROCLAY
- County_Floodplain

Sewer

- S-3 Community System
- S-4 Community System Adequate for Development Planning
- S-5 Future Community System
- S-6 Individual System
- S-6P Private, Shared or Community System
- Lake Presidential Golf Club





Department of Permitting, Inspections and Enforcement
Site /Road Plan Review Division

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W:\WATER AND SEWER PLAN PROGRAMS_DPIE\Maps_2018 Folder

CYCLE: June 2026 Cycle **CASE #: 26/WWP-01**

WATER AND SEWER CATEGORY AMENDMENT REQUEST

DEPARTMENT: Prince George's County Planning Department
The Maryland-National Capital Park and Planning Commission

CASE NAME: Lake Presidential Irrigation Well Replacement

PREVIOUSLY REVIEWED: No

LOCATION: 3151 Presidential Golf Drive, Upper Marlboro, MD. 20774

TAX ACCOUNT: 3322799

COUNCILMANIC DISTRICT: 6

WITHIN GROWTH BOUNDARY: Yes, Tier 1

PRIORITY FUNDING AREA: YES

PLANNING AREA: 79, Upper Marlboro & Vicinity **WSSC GRID:** 210SE11

ACRES: 145 **PARCEL/LOT:** Out Parcel P **TAX MAP and GRID:** 85, 93; B2

EXISTING ZONING CATEGORY: LCD, Legacy Comprehensive Design

PROPOSAL: Replacement Well for Golf Course Irrigation

REQUEST: Water Withdrawal for Golf Course Irrigation (Lake Presidential Golf Club-Well Replacement)

Relationship of the Proposed Project to Land Use and Functional Master Plans:

A. **General Plan (2014 *Approved Plan Prince George's 2035* (Plan 2035)):** The subject property is located within the Growth Boundary in the Prince George's County Growth Policy Map in Plan 2035. The Growth Boundary designates the areas that are eligible to receive public water and sewer as provided in the 2018 Water and Sewer Plan. The 2018 Water and Sewer Plan requires that any water and sewer category change must be consistent with the applicable Land Use Plan before a change can occur. The proposed request for an irrigation well replacement is consistent with the applicable Land Use Plan.

   Additionally, the subject property is located within Established Communities. Plan 2035 defines Established Communities as communities that are the most appropriate for context-sensitive infill and low-medium density developments. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met (page 20). (EP, 6/4/2026)

B. Master Plan: The 2013 *Approved Subregion 6 Master Plan and Sectional Map Amendment* recommends residential low land use on the subject property (Future Land Use Map, Map 27). Residential low land use is defined as "Residential areas of up to 3.5 dwelling units per acre. Primarily single-family detached dwellings." (Table 7, page 40). The existing use of an 18-hole golf course is not strictly consistent with the recommended future land use, however, is generally consistent with the Land Use Plan. (EP, 6/4/2026)

Historic Sites and Districts Plan
Historic Preservation: There are no Prince George's County Historic Sites or resources located on or adjacent to this portion of the Beechtree development. No effect on any Historic Sites or resources.

Archaeology: The subject property was previously graded. No archaeological sites have been recorded on the property. No archaeological investigations will be recommended.
JAS 6/9/2026

2017 Green Infrastructure Plan: The 2017 Countywide Green Infrastructure Plan was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, the entire site is in the Evaluation Area with Regulated Area present in the location of the lake and stream valleys.

Zoning Status: The existing golf course is permitted in this LCD Zone, per Comprehensive Design Plan CDP-9706 – EJK 6/4/2026

SMA/Existing Zoning: On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from R-S Zone (Residential - Suburban Development) to the LCD (Legacy Comprehensive Design) zone effective April 1, 2022.

Pending Zoning and Special Exception Applications: There are no pending zoning applications for the property, and it has not been subject to any special exception approvals. - EJK 6/5/2026

Permit: Several permits issued for the maintenance and operation of the golf course.

Subdivision Status:
The subject property consists of 12 parcels known as Parcel A, B2, B3, B6, B8, B9, C, D1, D2, E1, F2, F4 recorded in Prince George's County Land Records respectively in Plat Book 190, Plat No. 45, Plat Book 247, Plat No. 10, Plat Book 232, Plat No. 69, Plat Book 190, Plat No. 39, Plat Book 201, Plat No. 78, Plat Book 246, Plat No. 65, Plat Book 247, Plat No. 10, Plat Book 190, Plat No. 29, Plat Book 190, Plat No. 30, Plat Book 239, Plat No. 58, Plat Book 190, Plat No. 45, Plat Book 232, Plat No. 69, Plat Book 201, Plat No. 78. The property was recorded subsequent to an approved preliminary plan of subdivision 4-98063 in 1998.

No development is proposed with this application on the subject property, and it does not require the approval of a PPS. (MV, 6/09/2026)

Significant Impact on Transportation System: The subject property is located on Presidential Golf Drive approximately 2,400 feet south of its intersection with Beech Tree Parkway. According to the 2013 Approved Subregion 6 Master Plan, Presidential Golf Drive is not a master-planned roadway, and no specific bicycle and pedestrian facilities are recommended. Currently Presidential Golf Drive has a 60-foot right-of-way and an approximate pavement width of 34 feet. Along the subject property, curbs are present on both sides of the road, along with a five-foot sidewalk on each side. All future development along Presidential Golf Drive may require coordination with the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE), and the Department of Public Works and Transportation (DPW&T). Should the property be subdivided through the subdivision process, staff will evaluate if all rights-of-way have been appropriately dedicated. (ET 6/11/2026)

Sustainable Growth and Agricultural Preservation Act: Tier 1

Significant Impact on Public Facilities:
The subject property is located within Planning Area 79, Upper Marlboro & Vicinity. The subject property is served by Police District II, Bowie located at 601 Crain Hwy, Upper Marlboro, MD 20774. The subject property is served by the Marlboro Volunteer Fire Station, Company 820, located at 14815 Pratt Street. The subject property is located within School Cluster 4. This project will have minimal impact on public facilities.

Significant Impact on Natural Resources: The site has an approved Type 2 tree conservation plan (TCP2-012-12-02) but does not have a natural resource inventory. The site is a golf course with a lake, ponds, and streams. According to PGAtlas, the site is within a stronghold watershed. PGAtlas also shows no steep slopes or 100-year floodplain. Unsafe soils containing Marlboro clay is mapped on-site. Rare, threatened, or endangered species and potential forest interior dwelling species (FIDS) are also mapped on or near this property.

Comments Received from Outside Agencies

CE Recommendation: Conditional approval for replacement of the irrigation well from the Patapsco Aquifer

Water and Sewer Plan Administrator: The property is located inside the Sewer Envelope, in a category designated for public water and sewer servicing, within Sustainable Growth Act Tier 1 – Approved for public sewer service, and within the Growth Boundary. This request is to use waters of the State to irrigate the existing Lake Presidential Golf Course within the Beechtree Subdivision. The irrigation well previously appropriated from the Patuxent Aquifer has collapsed and is in disrepair. This new irrigation well proposes appropriation from the Patapsco Aquifer and therefore requires "conditional" approval at the County level before the Maryland Department of the Environment (MDE) action.

2018 Water and Sewer Plan: The plan requires water withdrawal (groundwater and surface water) exceeding 5,000 gallons per day to be approved within the plan (Section 3.2.5 & Appendix 3-2). Additionally, these approvals are conditional until MDE has made its final determination. At that time, it is cited in the appropriate table within the plan that identifies approved users and uses. For this purpose, it is generally consistent with criteria established in the Plan.

WSSC comments:

> **Water:** Not requested – Service Category 3. However, records indicate that an 8" water house connection exists to serve the clubhouse and cart barn and not used for irrigation purposes. The club house has an existing 1" domestic meter inside the building and the cart barn has an existing ¾" meter inside the building.
>
> **Sewer:** Not requested – Service Category 3

Health Department comments: This office has no objection to the water withdrawal appropriation conditional approval. The residential properties within the subdivision are served by public water. This application is for an irrigation well for the golf course grounds. The golf course was previously served by an irrigation well (via the Patuxent Aquifer) that collapsed and is in disrepair. The existing well should be backfilled by the licensed well driller. The required groundwater appropriations application has been submitted to the Maryland Department of the Environment. An increase to the existing appropriation is not expected.

DPIE (Central District) comments: The site is an existing golf course. No development is proposed.

STAFF REPORT
TO THE PLANNING BOARD

JUNE 2026 CYCLE

Requested Amendments

to the

2018 WATER AND SEWER PLAN

OCTOBER 8, 2026

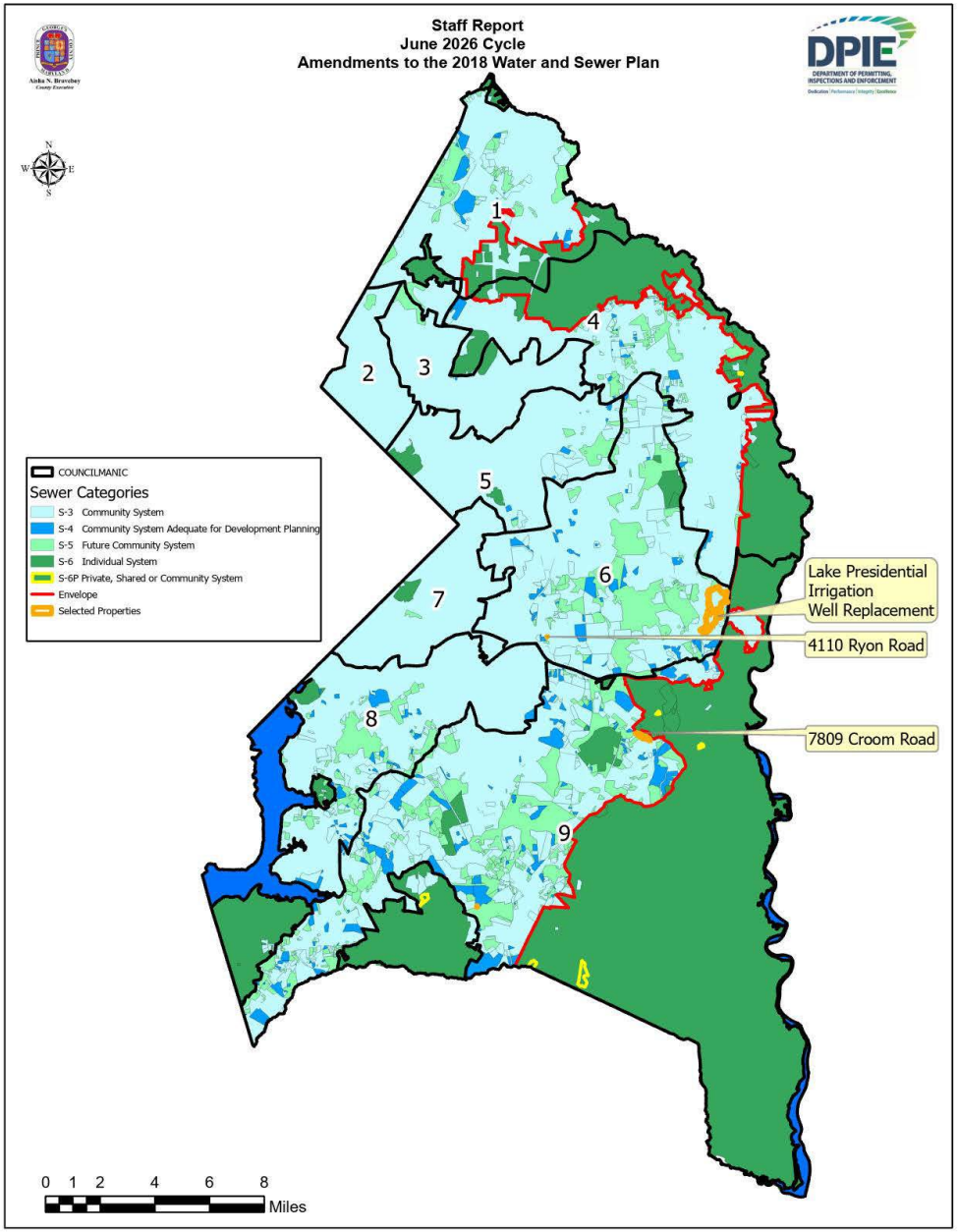
AGENDA ITEM: 7

WATER AND SEWER CATEGORY CHANGE

ROLE OF THE PLANNING BOARD:

- In accordance with the Environment Article of the Annotated Code of Maryland, Title 9, Subtitle 5, §9-515 and Adopted 2018 Water and Sewer Plan, the Planning Board is required to provide comments and recommendations on the amendment requests incorporated in Council Resolution CR-097-2026.

June 2026 CYCLE of AMENDMENTS



4110 Ryon Road

Proposal:
1 Detached Single-Family Unit

Planning Department Recommendation:
Advance to Water and Sewer Category 3

County Executive Recommendation:
Advance to Water and Sewer Category 3

Location:
4110 Ryon Road
Upper Marlboro, MD 20772



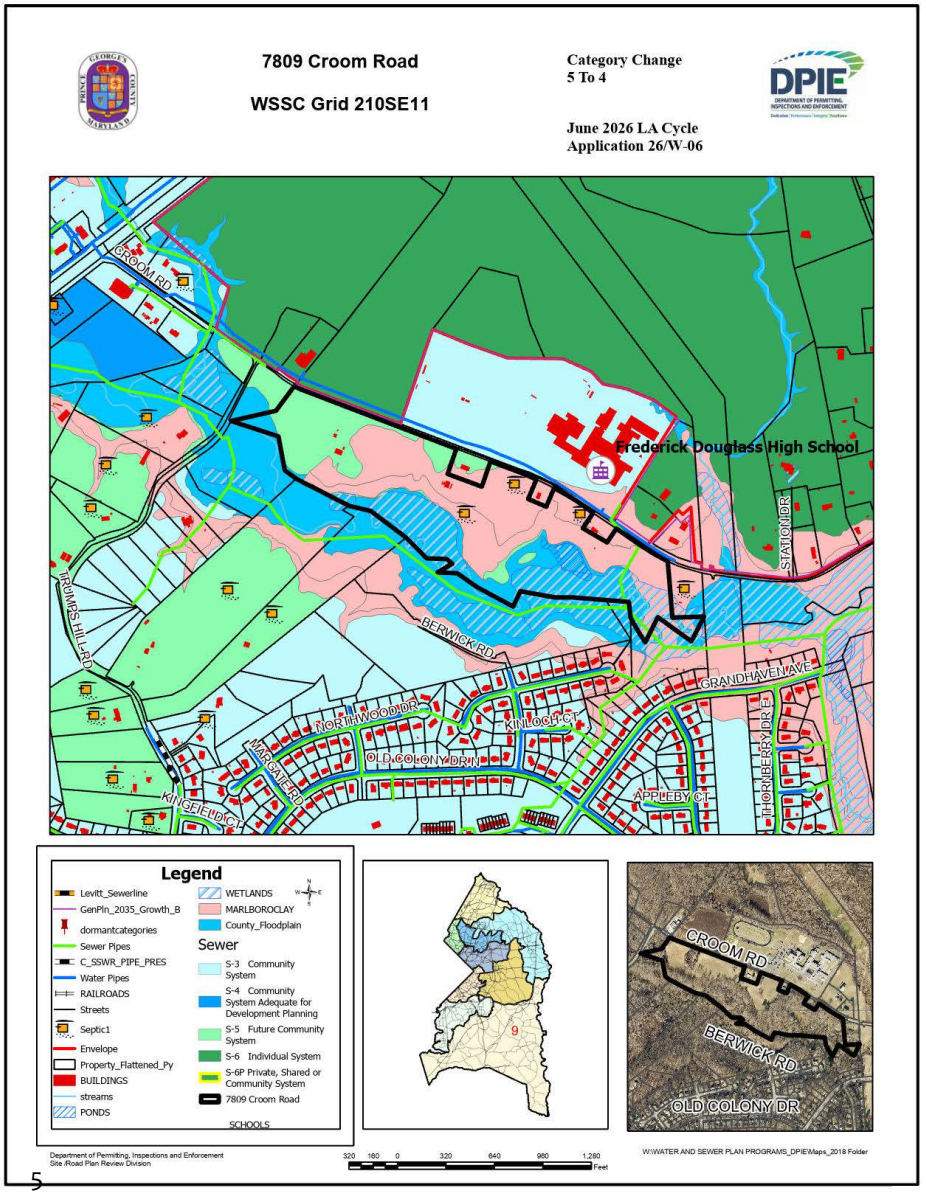
7809 Croom Road

Proposal:
Ten (10) Single-Family Detached Residential Units

Planning Department Recommendation:
Retain Water and Sewer Category 5 pending Resolution of Identified Environmental Issues

County Executive Recommendation:
Retain Water and Sewer Category 5 due to Environmental Concerns

Location:
7809 Croom Road
Upper Marlboro, MD 20772



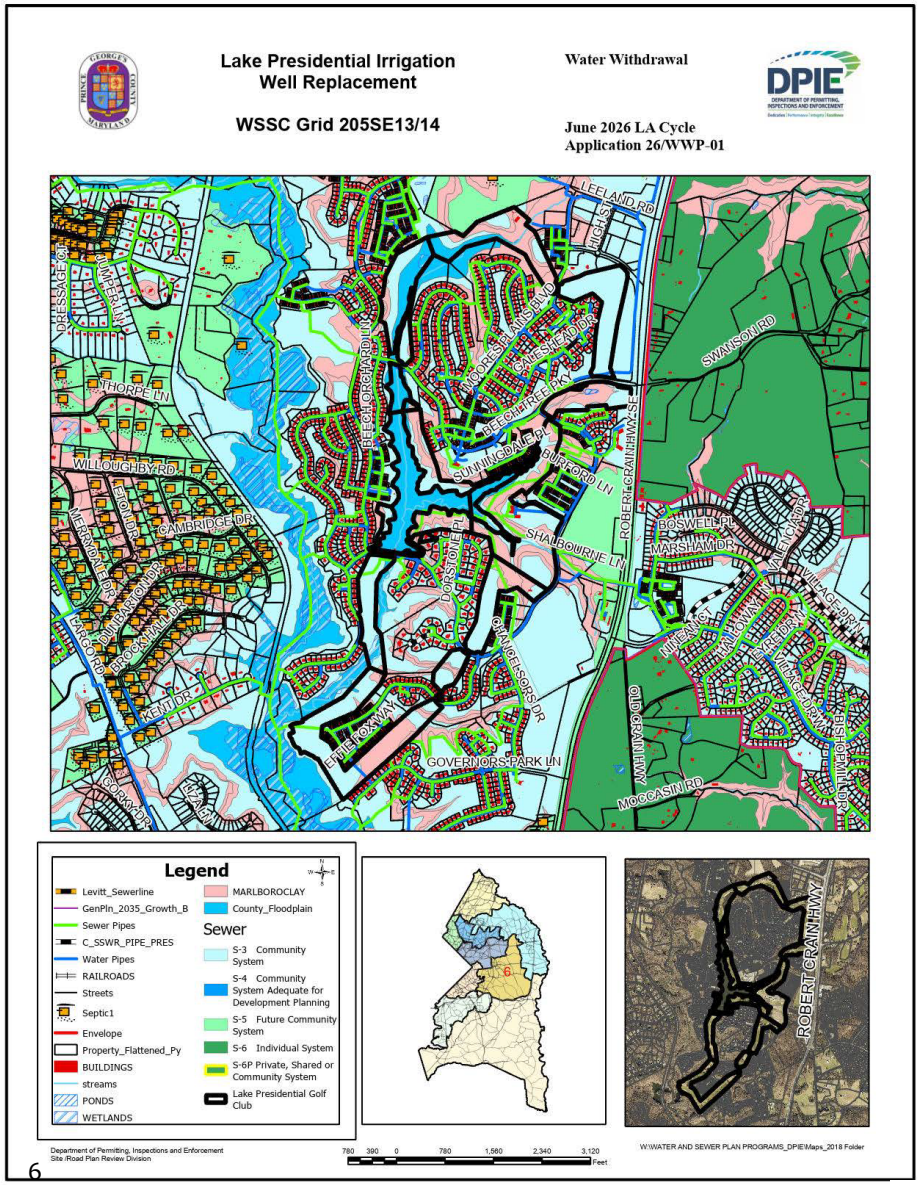
Lake Presidential Well Replacement

Proposal:
New Well to Irrigate Existing Golf Course

Planning Department Recommendation:
Approval subject to State Review

County Executive Recommendation:
Conditional approval for replacement of the irrigation well from the Patapsco Aquifer

Location:
3151 Presidential Golf Drive
Upper Marlboro, MD 20774



STAFF REPORT
TO THE PLANNING BOARD
JUNE 2026 CYCLE

This concludes the staff presentation on the requested amendments to the

2018 WATER AND SEWER PLAN

STAFF RECOMMENDATION:
Planning Board approval is requested to allow the transmittal of Planning comments to the Prince George's County Council.

OCTOBER 8, 2026
AGENDA ITEM: 7