

Existing parcel lot, desc. description/In/Folio and plot number

Existing Parcels	Libert/Folio	Plot Number
Parcel 47	L. 48955 F. 00141	N/A
Parcel 64	L. 48955 F. 00141	N/A
Parcel 92	L. 48955 F. 00141	N/A
Parcel 186	L. 48955 F. 00141	N/A

2. Tax Map: 144 Grid E2F2

3. 200 foot map reference (WSSC): 217SE07

4. This plan is for the subdivision of Parcels 47, 64, 92, & 186 into 1 parcel.

5. Prior approvals: None

6. Site Area: Gross: 6.2836 Acre  
Net: 5.8463 AC

7. Net developable area outside PMA: 5.8463 SF

8. Acreage of Environmental Regulation Features: 0 SF

9. Acreage of 100-year floodplain: 0 SF

10. Acreage in road dedication: 10.094 SF +/-

11. Existing zoning: Commercial, General & Official (CGO)  
Existing use: Vacant/ Residential (Parcel 186B)

12. Proposed use of property: Mixed Use Multi-family Residential and Eating and Drinking Establishment

13. Breakdown of proposed divided use by type (residential only): 108 multifamily units

14. Density calculation (dw/acre @ 48.00 max.): 108x28= 17.2 dw/acre

15. Minimum lot size required by Zoning Ordinance and Subdivision Regulations (24-130): 7,500 SF

16. Lot width, min.: 50' Lot width, provided: 762'

17. Sustainable Growth Tier: Yes, Tier 2

18. Military Installation Overlay Zone: No

19. Andrews Instream Land Use Control: No

20. Center or Corridor location: No

21. Existing Gross Floor Area: 0 SF (Residential only)  
Proposed Gross Floor Area: 1,000 SF (Eating and Drinking Establishment)

22. Stormwater Management Concept number and approval date: 23142-2023

23. Water/Sewer Category Designation Existing: 4 (per CRO-076-2023) Proposed: 3

24. Aviation Policy Area: N/A

25. Mandatory Park Dedication Requirement: Yes, provided on-site

26. Cemeteries on or contiguous to the property: No

27. Historic Site on or in the vicinity of the property: No

28. Type One Conservation Plan: Yes, TCP#H

29. Within Chesapeake Bay Critical Area: No

30. Wetlands: No

31. Streams: No

32. In or adjacent to an easement held by Maryland Environmental Trust, The Maryland Agricultural Land Preservation Foundation, or any land trust or organization: No

33. Planning Application: ADQ-2023-033

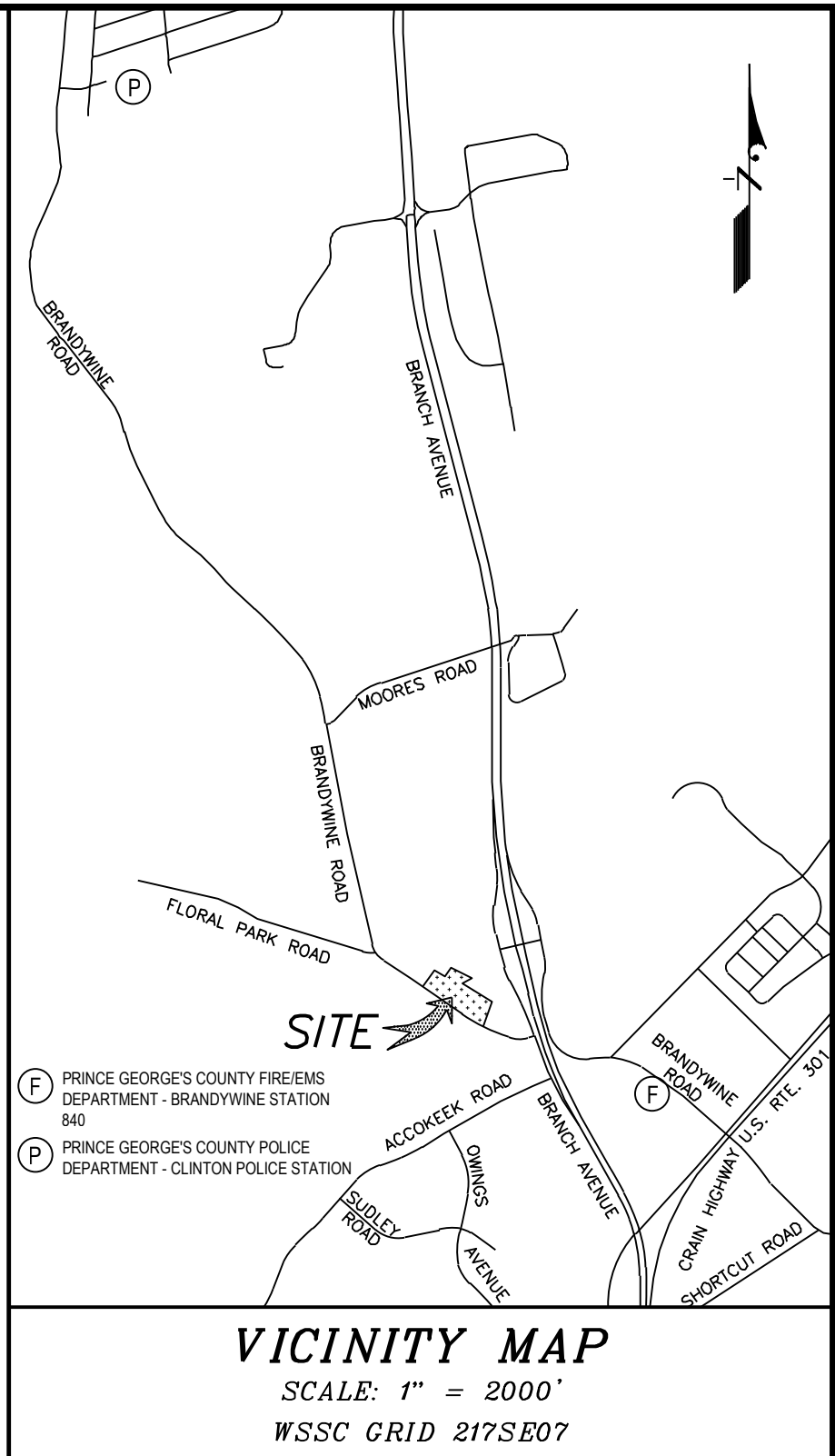
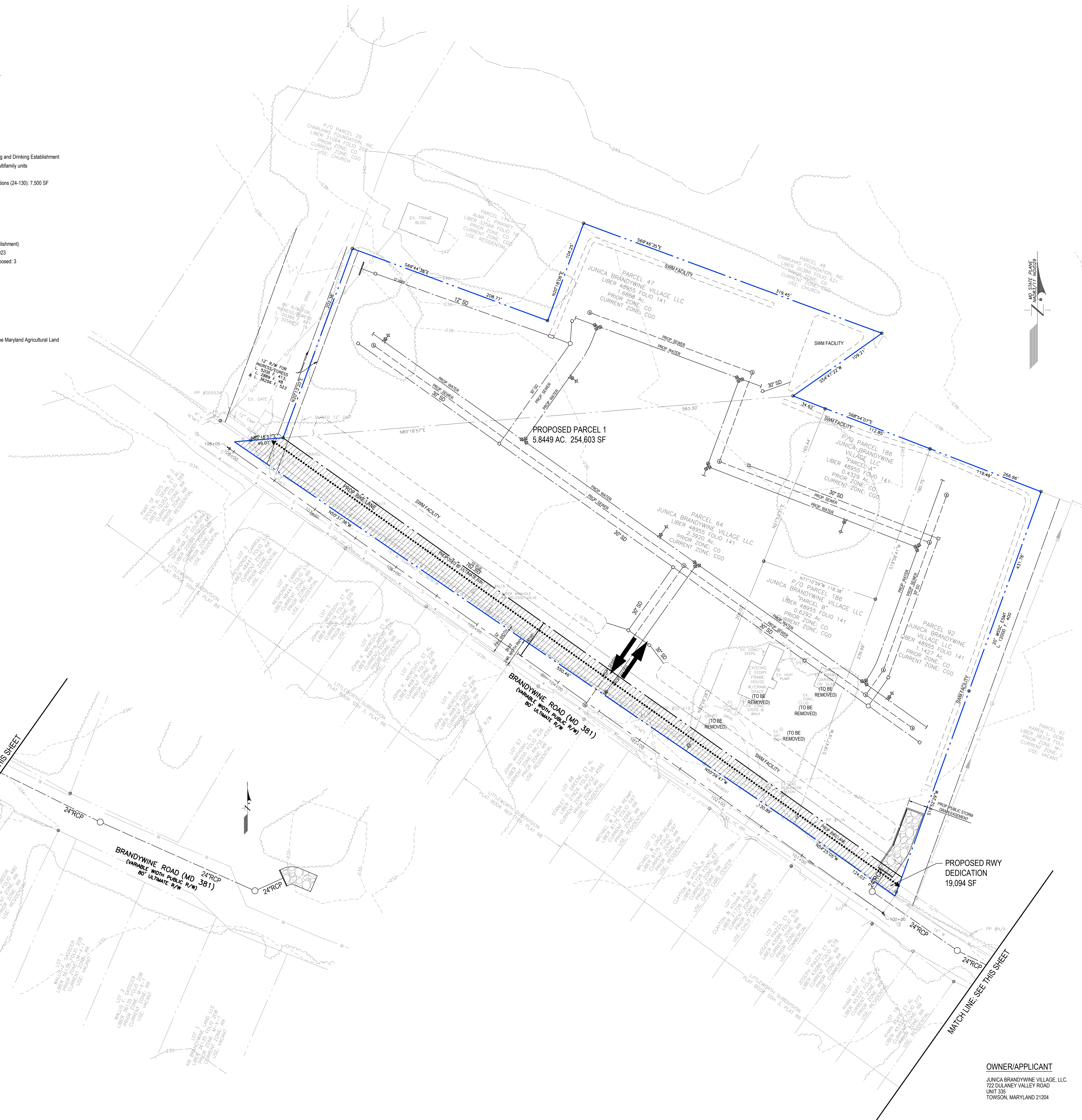


Diagram illustrating the proposed and existing property boundaries and easements for the project. The diagram shows a horizontal line representing the property boundary, with various easements and setbacks indicated by dashed lines and labels.

- EXISTING PROPERTY BOUNDARY**: Indicated by a solid line.
- PROPOSED PROPERTY BOUNDARY**: Indicated by a dashed line.
- EXISTING 10 FT CONTOUR**: Indicated by a dashed line labeled 180.
- EXISTING 2 FT CONTOUR**: Indicated by a dashed line labeled 178.
- EXISTING SPOT ELEVATION**: Indicated by a dashed line labeled X108.3 and X110.3.
- EXISTING TREELINE**: Indicated by a dashed line labeled G.
- CENTERLINE OF EXISTING ROAD**: Indicated by a dashed line labeled IRT G.
- IRON PIPE FOUND**: Indicated by a dashed line labeled S.
- PROPOSED ACCESS**: Indicated by a solid line labeled S.
- EXISTING SEWER**: Indicated by a dashed line labeled W.
- PROPOSED SEWER**: Indicated by a dashed line labeled W.
- EXISTING WATER**: Indicated by a dashed line labeled D.
- PROPOSED WATER**: Indicated by a dashed line labeled D.
- EXISTING STORM DRAIN**: Indicated by a dashed line labeled PLUT.
- PROPOSED STORM DRAIN**: Indicated by a dashed line labeled PLUT.
- PUBLIC UTILITY EASEMENT**: Indicated by a dashed line labeled PLUT.

Site Statistics	Total <sup>1</sup>
Gross Tract Area	6.28 ac
Existing 100-Year Floodplain	0.00 ac
Net Tract Area	6.28 ac
Existing Woodland in the Floodplain	0.00 ac
Existing Woodland Net Tract	5.15 ac
Existing Woodland/Total	5.15 ac
Existing PMA	0 sf.
Regulated Streams (linear feet of centerline)	0 ft.
Riparian (buffered) Buffer to 300 feet wide <sup>2</sup>	0 ft.

<sup>2</sup> Acreage of onsite woodland up to 300 feet measured from the stream centerline or from the top of bank on both sides of all regulated streams.

GENERAL INFORMATION TABLE		
LYRER CATEGORY	LYRER NAME	VALUE
Zone	Zoning (Zone)	Pror C/O (Commercial Office) Current CGO (Commercial, General, and Office)
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	M4472
Administrative	WSSC Grid (Sheet 20)	21TSE07
Administrative	Planning Area (Plan Area)	85A, Brandevine & Vicinity
Administrative	Election District (ED)	11
Administrative	Councilmanic District (CD)	9
Administrative	General Plan 2002 Tier (Tier)	Developing
Administrative	General Plan Growth Policy (2035)	Established Communities
Administrative	Police District	V

PPS-2023-017

# PRELIMINARY PLAN OF SUBDIVISION PROPOSED PARCEL 1


# JUNICA BRANDYWINE

PROPERTY OF JUNICA BRANDYWINE VILLAGE, LLC

PARCELS 47, 64, 92 & 186

BRANDYWINE DISTRICT No. 11  
PRINCE GEORGE'S COUNTY, MARYLAND

GRAPHIC SCALE 1"=40'



0 40' 80' 120'

**OWNER/APPLICANT**  
JUNICA BRANDYWINE VILLAGE, LLC  
722 DULANEY VALLEY ROAD  
UNIT 335  
TOWSON, MARYLAND 21204



			DESIGNED BY: SAO	DESIGNED BY: SAO	CHECKED BY: MAN	RECORD NO.  J-B22028
DATE	DESCRIPTION	BY	SCALE: 1"=40'			DRAWG. NO.
REVISIONS		DATE	OCTOBER 2023			3.001-Z



**ATWELL**  
866.850.4200 [www.atwell-group.com](http://www.atwell-group.com)  
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**SHIPLEY & HORNE, P.A.**

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Arthur J. Horne, Jr.\*  
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Largo, Maryland 20774  
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Bradley S. Farrar  
L. Paul Jackson, II\*

\* Also admitted in the District of Columbia

August 7, 2024

**VIA ELECTRONIC DELIVERY**

Ms. Sherri Conner  
Acting Division Chief  
Development Review Division  
Prince George's County Planning Department  
1616 McCormick Drive  
Largo, MD 20774

**RE: JUNICA BRANDYWINE VILLAGE – PRELIMINARY  
PLAN OF SUBDIVISION & CERTIFICATE OF ADEQUACY (PPS-  
2023-017 & ADQ-2023-033)  
STATEMENT OF JUSTIFICATION**

Dear Ms. Conner:

On behalf of our client, Junica Brandywine Village LLC (the “Applicant”), Shipley & Horne, P.A., hereby submits this Statement of Justification in support of two proposed applications, a Preliminary Plan of Subdivision (the “PPS”) and Certificate of Adequacy (the “ADQ”). This PPS application is submitted in support of a residential development that has an address at 13500 Brandywine Road, Brandywine, Maryland 20713 and is further located approximately 800 feet west of the intersection of Brandywine Road and MD 5 (the “Property”).

The PPS covers 6.28 acres (5.84 net acres) along Brandywine Road. As of April 1, 2022, the Property has been placed in the CGO (Commercial, General and Office) Zone. As such, the Applicant is requesting the Planning Board’s approval to subdivide the existing four (4) parcel site into one (1) parcel for the development of approximately 108 multifamily dwelling units and a 1,000 square foot eating and drinking establishment (café). All existing on-site structures will be razed with this development proposal.

**I. DESCRIPTION OF PROPERTY**

1. Address – 13500 Brandywine Road, Brandywine, Maryland 20713.
2. Existing Parcels – Parcels 47, 64, 92, and 186
3. Total Gross Acreage – 6.28 Acres.
4. Total Net Acreage – 5.94 Acres
5. Tax Map & Grid – Tax Map 144, Grid E-2/F-2.
6. Zoning – CGO Zone.
7. Proposed Dwelling Units – 108 Multifamily Dwelling Units.
8. Proposed Nonresidential Square Footage – 1,000 square foot café.

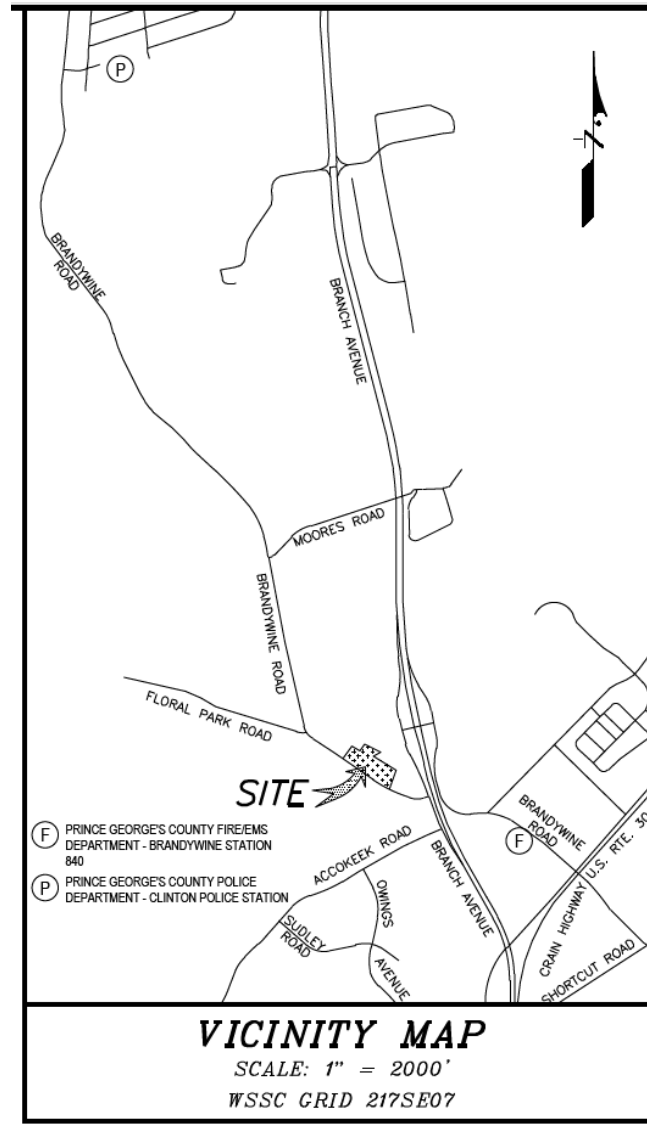
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The subject Property is located at the following site address, 13500 Brandywine Road, Brandywine, MD 20713. The Property is generally located approximately 800 feet west of the intersection of Brandywine Road and MD 5 (see Exhibit 1 below).



**Exhibit 1** – Location of the subject Property (not to scale)

## **II. EXISTING AND SURROUNDING USES:**

The subject Property is a 6.28-acre site, located at 13500 Brandywine Road, Brandywine, Maryland 20713 in the CGO Zone. An aerial map and zoning map showing the subject Property are provided below, labeled as Exhibits 2 and 3:

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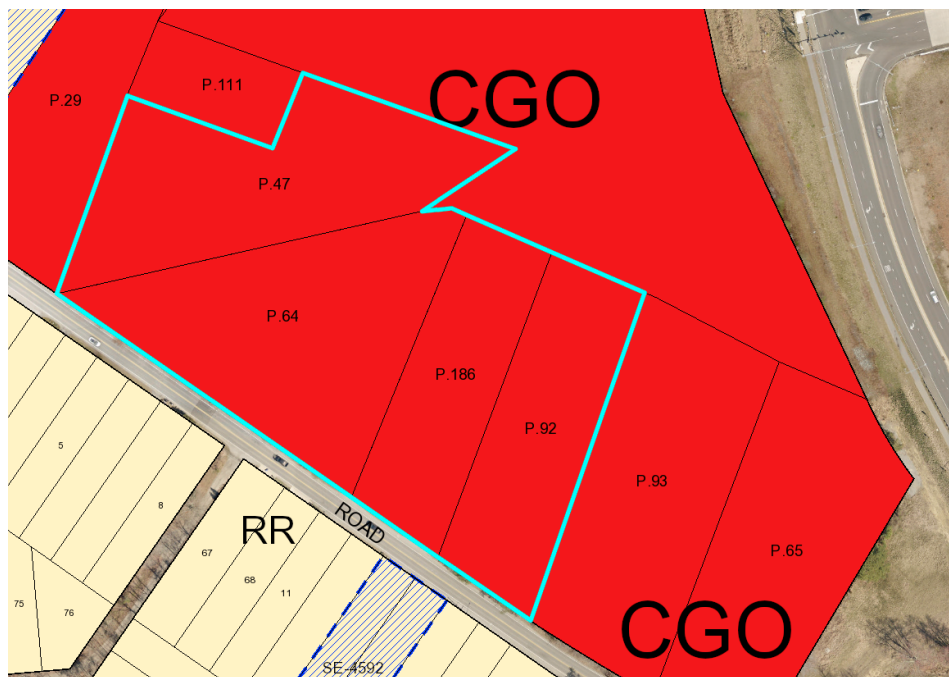
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**Exhibit 2** – Aerial Imagery of the subject Property (not to scale)



**Exhibit 3** – Zoning of the subject Property (not to scale)

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- North:** North of the Property is an existing place of worship use on Parcel 48 (approved with 4-16016) and an existing single-family detached dwelling on Parcel 111 in the CGO Zone.
- South:** South of the Property is Brandywine Road and existing single-family detached dwellings beyond in the RR (Residential, Rural) Zone.
- East:** East of the Property is vacant land in the CGO Zone with MD 5 (Branch Avenue) beyond.
- West:** West of the Property is the driveway for the place of worship use to the north and vacant land in the CGO/RR Zones.

### **III. APPLICANT'S PROPOSAL**

The Applicant is proposing the development of a site with approximately 108 multifamily residential dwelling units and an approximate 1,000 square foot eating and drinking establishment. This application requests the subdivision of four (4) parcels into one (1) single parcel, known as Parcel 1, that is approximately 6.28 acres in size at 13500 Brandywine Road, Brandywine, Maryland 20613 in Planning Area 85A. Access to Parcel 1 will be granted via one proposed entrance point to Brandywine Road, which is roughly in the middle of the site's frontage along the roadway.

#### **Development Data Summary:**

	<b>Existing</b>	<b>Proposed</b>
Current Zone	CGO	CGO
Use(s)	Single-Family Detached & Vacant	Multifamily Residential Dwelling Units & an Eating & Drinking Establishment
Gross Acreage:	6.28	6.28
Net Acreage:	5.84	5.84
Lot(s)	0	0
Parcel(s)	4	1
Dwelling Units	1	108
Gross Floor Area (sq. ft.)	0	1,000

#### **IV. HISTORY AND PRIOR APPROVALS**

The Property is not subject to any prior conditions of approval or previously development applications. However, as part of this PPS Application, the Applicant has obtained an approved Natural Resource Inventory (NRI-079-2023), which illustrates the natural resources on the Property.

#### **V. GENERAL PLAN AND MASTER PLAN CONFORMANCE**

##### **Plan Prince George's 2035 (the "2035 General Plan")**

The approved 2035 General Plan places the Property within an Established Communities Growth Area, and further recommends a future commercial land use for the site.

The Applicant contends that the proposed application is consistent with the regulations of the CGO Zone, as demonstrated herein and is compatible with the future land use commercial designation. The subject Property proposes multifamily residential dwellings with a commercial eating and drinking establishment component in the center of the site. The Applicant will provide adequate parking and signage, including but not limited to freestanding and wayfinding signage with the forthcoming detailed site plan (DET) to support the commercial use. The central location within the site will also distinguish this use from an on-site amenity as the café will be open to the general public. However, amenity space will be provided to residents in the form of a clubhouse with associated recreation courts and a playground. Furthermore, the surrounding properties designated for future commercial growth have not yet been developed and presently only include residential, institutional, and vacant land uses. The development of this Property could therein act as a catalyst to introduce additional desired commercial uses to the region given the increase in the user population near the intersection of Brandywine Road and MD 5. The Property providing multifamily residential dwelling units also increases the housing diversity in the region and is located just outside of the Brandywine Local Town Center, which has a large existing base of commercial uses.

##### **2013 Approved Subregion 5 Master Plan and Sectional Map Amendment (the "Master Plan")**

The Property is within the limits of the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (the "Master Plan"), Planning Area 85A, and is further located in Councilmanic District 9 along MD Brandywine Road, which is a scenic and historic roadway. The Sectional Map Amendment of the Master Plan rezoned the Property from the former R-R (Rural Residential) Zone to the former C-O (Commercial Office) Zone. The Property was then rezoned to the CGO Zone with the 2022 Sectional Map Amendment.

The Master Plan presents several engagement areas, which consist of the following chapters:

- Land Use and Development Pattern
- Environment
- Transportation
- Public Facilities
- Historic Preservation

### **Land Use and Development Pattern**

Within the Master Plan, the Land Use and Development Pattern chapter contains recommended goals, policies, and strategies for development within Prince George's County. The subject Property is located within the MD 5 (Branch Avenue) corridor near Brandywine. Therefore, relevant master plan goals and strategies are provided below, ***highlighted in italic bold***:

#### ***C. Center and Corridor***

***Goal 1: Establish a mixed-use, transit-oriented Brandywine Community Center along MD 5 between the area near the MD 5/US 301 interchange and north of the intersection of MD 5 McKendree/Cedarville roads.***

***Goal 2: Expand existing concentrations of population and employment along the MD 5 Corridor, particularly in Clinton, at corridor nodes, and within the Brandywine Community Center.***

***Strategy: Encourage infill development along the MD 5 corridor, specifically at all potential transit nodes in Clinton.***

**RESPONSE:** The Applicant has provided a multifamily residential development with a commercial component within the MD 5 corridor. Map IV-4 on page 49 of the Master Plan (shown below) illustrates the locations of future possible transit stops within the Brandywine Community Center and the surrounding area. Of note, is a transit stop within 0.25 miles from the subject Property along MD 5. This proposal represents an infill development project within the MD 5 corridor at a node, which will provide increased housing opportunities, particularly given the lack of multifamily residential dwelling units in the surrounding region. At the time the Master Plan was published, the current 2002 General Plan identified the subject Property as a component of the Branch Avenue Corridor, which was encouraged for redevelopment, particularly at nodes such as the intersection of MD 5 and Brandywine Road. Providing increased residential opportunities will then grow the concentration of the population of the area within a mixed-use development in the MD 5 corridor, as envisioned by Goals 1 and 2 above. Furthermore, the Master Plan envisions the proposed transit stop as "park-and-ride oriented" with a mixture of residential, commercial,



**Map IV-4: Brandywine Community Center and Surrounding Area**



Within the Master Plan, the Environment chapter contains recommended goals, policies, and strategies for development within Prince George’s County. Relevant master plan policies and strategies are provided below, ***highlighted in italic bold***:



### ***Green Infrastructure***

***Policies:***      ***Implement the master plan's desired development pattern while protecting sensitive environmental features and meeting the full intent of environmental policies and regulations.***  
***Ensure that new development incorporates open space, environmentally sensitive design, and mitigation activities.***

***Protect, preserve, and enhance the identified green infrastructure network.***

***Strategies:***      ***Protect primary corridors (Mattawoman Creek, Piscataway Creek, and Tinkers Creek) during the review of land development proposals to ensure the highest level of preservation and restoration possible. Protect secondary corridors to restore and enhance environmental features, habitat, and important connections.***

***Continue to implement the County's Woodland Conservation and Tree Preservation Ordinance, which places a priority on the preservation of woodlands in conjunction with floodplains, wetlands, stream corridors, and steep slopes and emphasizes the preservation of large, contiguous woodland tracts.***

**RESPONSE:**      The Applicant acknowledges the aforementioned policies and strategies. The Applicant notes that a portion of the Property is in the evaluation area of the 2017 Green Infrastructure Plan.

Evaluation Areas (as defined by the Master Plan) potentially contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not regulated (i.e., not protected) during the land development process. The approved NRI (NRI-079-2023) notes there are seven specimen trees on-site and 5.15 acres of woodlands. As shown on the provided TCP1, the Applicant has requested the removal of five specimen trees and an accompanying specimen tree variance has been provided with this PPS submittal.

The Applicant notes that the TCP1 has been developed in accordance with Prince George's County's Woodland Conservation Ordinance, while conformance with the Tree Preservation Ordinance will be demonstrated with the forthcoming DET submittal. The Property is located within the Piscataway Creek Watershed. Degradation to the watershed will be avoided via the provision of a stormwater management system that utilizes environmental sensitive design that has been approved by the Prince George's County's Department of Permitting, Inspections, and

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Enforcement (DPIE). This site provides a multifamily residential development with a commercial component that is in conformance with the Master Plan, particularly given its location along the MD 5 corridor where redevelopment is prioritized. The Applicant has designed the site to preserve environmental features to the maximum extent practicable, preserving specimen trees not located within the central portion of the Property.

### ***Water Quality, Stormwater Management, and Groundwater***

***Policies:***        ***Encourage the restoration and enhancement of water quality in degraded areas and the preservation of water quality in areas not degraded.***

***Protect and restore groundwater recharge areas such as wetlands and the headwaters of streams.***

***Strategies:***    ***Identify locations without stormwater management or with poorly performing facilities that would be suitable for public and private stormwater retrofit projects.***

***Reduce or eliminate any potential flood hazards and prevent future flood hazards caused by new development and increased imperviousness.***

**RESPONSE:**        The Applicant acknowledges the aforementioned policies and strategies. A stormwater management concept plan (SDC-23142-2023) has been provided and is currently in review with DPIE. The stormwater management plan has been created to collect and convey runoff to an on-site micro-bioretenention treatment system to provide sufficient Environmental Site Design (ESD). This micro-bioretenention system will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property. Stormwater will exit the Property either on the eastern or western portion of the site. Stormwater exiting to the east will flow from the site via proposed a new underground storm drainage pipe to an existing pond along MD 5. Alternatively, stormwater leaving the site to the west will flow into an existing culvert that drains to the Piscataway Creek watershed. There are no wetlands on-site, but the existing Piscataway watershed will be enhanced by the proposed stormwater management system. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenention system. Landscaping will be provided in compliance with the Landscape Manual and the Tree Canopy Coverage Ordinance, which will be evaluated with the forthcoming DET submittal.

### ***Watersheds***

***Policies:***        ***Ensure that, to the fullest extent possible, land use policies support the protection of the Mattawoman Creek and Piscataway Creek watersheds.***

***Minimize impervious surfaces in the Developing Tier portion of the watershed through use of conservation subdivisions and environmentally sensitive design and, especially in the higher density Brandywine Community Center, incorporate best stormwater design practices to increase infiltration and reduce run-off volumes.***

***Strategies: Retain low density zoning in the Rural Tier to retain forest land, reduce the density of development, reduce the amount of impervious cover, and reduce the number of new septic systems***

***Incorporate stormwater management best management practices, especially in the future Brandywine Community Center, to increase infiltration and reduce run-off volumes.***

**RESPONSE:** The Applicant acknowledges the aforementioned policies and strategies concerning the preservation of watersheds. As noted previously, the subject Property is within the Piscataway Creek watershed. To preserve the quality of the watershed the Applicant has provided a stormwater management concept plan (SDC-23142-2023) to treat on-site stormwater runoff. Said stormwater concept plan will utilize ESD and best practices to ensure the surrounding watershed is not degraded by this proposal development. Furthermore, the development will be served by public utilities, including underground water and sewer services, which thereby eliminates the need for a septic system. Infiltration of stormwater will be utilized on-site via the proposed micro-bioretenention system and on-site landscaping, which will be provided in accordance with the Landscape Manual at the time of DET submittal.

***Chesapeake Bay Critical Area***

***Policy: Enhance the County's Critical Area protection program in response to local, regional, and statewide initiatives and legislative changes.***

***Strategies: Ensure that the primary and secondary buffers are protected and enforced to the fullest extent possible.***

***Increase enforcement activities as needed within the Critical Area.***

**RESPONSE:** The Applicant acknowledges the aforementioned policies and strategies but notes that the subject Property is not within the Chesapeake Bay Critical Area.



***Air Quality and Greenhouse Gas Emissions***

***Policies:***        ***Reduce air pollution through transportation demand management (TDM) projects and programs.  
Promote “climate-friendly” development patterns through planning processes and land use decisions.***

***Increase awareness of the sources of air pollution and greenhouse gas emissions.***

***Strategies:***    ***Reduce air pollution and energy use by placing a high priority on transportation demand management (TDM) projects, transit, and mixed use development (Chapter VI: Transportation).***

***Design development and redevelopment projects to minimize the need for motor vehicle trips (Chapter IV: Land Use and Development Pattern).***

***Provide local and subregional pedestrian and bicycle facilities (Chapter VI: Transportation).***

***Encourage the use of clean energy sources such as solar and wind power.***

**RESPONSE:**        The Applicant acknowledges the aforementioned policies and strategies. This project proposes multifamily development with a commercial component along the high priority MD 5 corridor with close proximity to Brandywine, which qualifies as mixed-use development. The subject Property is located near a proposed transit stop, which is anticipated to emphasize “park and ride” travel given the distance to nearby metro stations and the City of Washington D.C. The development has been designed to provide pedestrian linkages within the site to each multifamily building and frontage improvements along Brandywine Road. These frontage improvements will include sidewalks that are at least five-feet-wide with ADA accessible crosswalks and a bicycle lane as specified in the BPIS that was prepared by Lenhart Traffic Consulting, Inc.

***Green Building and Energy Efficiency***

***Policy:***            ***Encourage the use of green building techniques that reduce resource and energy consumption.***

**RESPONSE:**        The Applicant acknowledges the aforementioned policy. In accordance with Section 27-61600 of the Zoning Ordinance, the Applicant will provide 4 green building points

as more than 25 dwelling units are proposed with this development. These green building standards will be evaluated at the time of DET submittal.

### ***Noise Intrusion***

***Policy:***            ***Ensure that excessive noise-producing uses are not located near uses that are particularly sensitive to noise intrusion.***

***Strategies:***    ***Evaluate development and redevelopment proposals in areas subject to significant noise intrusions using Phase I noise studies and noise models.***

***Provide for adequate setbacks for development exposed to existing and proposed noise generators and roadways of arterial classification or greater.***

***Provide for the use of noise reduction measures when noise issues are identified.***

***Require development within 65 dBA Ldn and greater noise exposure areas to be properly protected from the transmission of noise with barriers that affect sound propagation and/or the use of sound absorbing materials in construction.***

**RESPONSE:**        The Applicant acknowledges the aforementioned policy and strategies. A Phase I Noise Study was determined to not be required as the criteria within Section 27-6810 of the Zoning Ordinance were not meant. The proposed development, which includes residential uses, is not located adjacent to an existing or planned street classified as an arterial or higher. Instead, the proposed development is located adjacent to Brandywine Road, which is a collector. Therefore, no noise mitigation measures are required for this proposed development.

### ***Sand and Gravel Mining***

**RESPONSE:**        The Applicant acknowledges the aforementioned strategies but notes the subject Property does not propose any sand and/or gravel mining.

### **Transportation**

Within the Master Plan, the Transportation chapter contains recommended goals, policies, and strategies for development within Prince George's County. Relevant master plan policies, and/or strategies are provided below, ***highlighted in italic bold:***

### ***Roads***

***Policies:***      ***Implement land use strategies that will reduce vehicle trips and miles traveled by encouraging mixed-use developments and increasing employment in targeted growth areas. Ensure that transportation facilities are adequate prior to approval of new development or rezoning proposals. Fund and approve transportation facilities identified in the CIP.***

***Strategies:***      ***Support the land use policies established in this plan that reduce vehicular travel demand, such as mixed use, and transit-oriented development, and increase employment development within Subregion 5 (Chapter IV: Land Use and Development Pattern) as development is reviewed for approval.***

***Evaluate the traffic impact study procedures to determine if greater mitigation should be required from developers of small- to medium-size developments. The cumulative impacts of these projects often affect regional traffic and are not addressed in the traffic impact study.***

**RESPONSE:**      The Applicant has provided a traffic study, prepared by Lenhart Traffic Consulting, Inc., demonstrating that this project will not cause negative traffic impacts to the surrounding road network. No new or extended streets are proposed with this development application, instead driveways will be utilized to connect the site to Brandywine Road. This project will also support the land use policies of the Master Plan as illustrated in the Land Use and Development Pattern chapter.

The Applicant has also submitted a BPIS Study that was prepared by Lenhart Traffic Consulting, Inc. This BPIS study indicates that the Applicant will provide a 500 linear foot bike lane just south of the Property's frontage along Brandywine Road. This bike lane will be provided as recommended by the Master Plan with the goal that it is further expanded as additional development occurs around the intersection of Brandywine Road and MD 5. A robust sidewalk network will then also be provided that allows for connections to each multifamily building entrance and Brandywine Road, demonstrating that the Property has adequate pedestrian circulation. This pedestrian network will increase the walkability of the site, allowing easy access to the café use and recreational amenities. ADA accessible crosswalks will then also be provided at key intersections within the site to promote safe pedestrian circulation.

### ***Transit***



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***Policies: Expand transit service in Subregion 5 to mitigate traffic congestion, reduce air pollution, and provide alternative means of transportation.***

***Implement transit-oriented development (TOD) at designated locations in the recommended Brandywine Community Center.***

**RESPONSE:** While no transit facilities are currently adjacent to this Property, the Applicant notes that Map IV-4 on page 49 of the Master Plan illustrates the locations of future possible transit stops within the Brandywine Community Center and the surrounding area. Of note, is a transit stop within 0.25 miles from the subject Property along MD 5. This proposal represents an infill development project within the MD 5 corridor at a node, which will provide increased housing opportunities, particularly given the lack of multifamily residential dwelling units in the surrounding region. At the time the Master Plan was published, the current 2002 General Plan identified the subject Property as a component of the Branch Avenue Corridor, which was encouraged for redevelopment, particularly at nodes such as the intersection of MD 5 and Brandywine Road. Providing increased residential opportunities will then grow the concentration of the population of the area within a mixed-use development in the MD 5 corridor, as envisioned by Goals 1 and 2 above. Furthermore, the Master Plan envisions the proposed transit stop as “park-and-ride oriented” with a mixture of residential, commercial, and institutional uses west of MD 5 to support the transit stop. With the development of this proposed transit stop in the future, residents would have increased options to commute to nearby metro stations and Washington D.C. Commuting to the proposed transit system is also enhanced by this development project with the construction of a bicycle lane along Brandywine Road in accordance with the Bicycle Pedestrian Impact Study (BPIS) that was prepared by Lenhart Traffic Consulting, Inc. This bicycle lane is provided in support of the Master Plan and is expected to expand along Brandywine Road as more properties along the roadway are redeveloped, enhancing the transportation network in the surrounding region.

### ***Sidewalks, Bikeways, and Trails***

***Policies: Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.***

***Promote dual-route facilities along all of the major road transportation corridors.***

***Strategies: Construct sidewalks along all major transportation facilities in areas where there are concentrations of people.***

***Install bicycle signage and safety improvements along designated shared-use roadways when development occurs or roadways are upgraded.***

***Bikeway improvements may include paved shoulders, painted bike lanes, and bike signage.***

**RESPONSE:** The Applicant has submitted a BPIS Study that was prepared by Lenhart Traffic Consulting, Inc., which demonstrates the street network improvements proposed for the development. This BPIS study indicates that the Applicant will provide a 500 linear foot bike lane just south of the Property's frontage along Brandywine Road. This bike lane will be provided as recommended by the Master Plan with the goal that it is further expanded as additional development occurs around the intersection of Brandywine Road and MD 5. A robust sidewalk network will then also be provided that allows for connections to each multifamily building entrance and Brandywine Road, demonstrating that the Property has adequate pedestrian circulation. This pedestrian network will increase the walkability of the site, allowing easy access to the café use, and recreation amenities. ADA accessible crosswalks will then also be provided at key intersections within the site to promote safe pedestrian circulation.

***Conservation and Enhancement of Special Roadways***

***Policies: Conserve and enhance the scenic and historic values along special roadways.***

***Conserve and enhance the viewsheds along designated roadways.***

**RESPONSE:** The Applicant acknowledges that Brandywine Road is classified as a scenic and historic roadway by the Master Plan. This designation requires the Applicant to provide additional landscaping buffering from the edge of the right-of-way to the first on-site structure. Per Section 4.6 of the Landscape Manual, a minimum 20-foot-wide buffer with a minimum of 80 plant units per 100 linear feet of frontage, excluding driveways, is required for this property. The provided plans in the PPS submittal illustrate the minimum 20-foot buffer width, which will partially include some of the proposed stormwater management facilities. These facilities are not prohibited from being located within the landscape buffer from the Landscape Manual, but they will be screened from the roadway by plantings, which will be evaluated with the forthcoming DSP submittal.

**Public Facilities**

The Applicant notes that the subject Property has adequate public facilities for the proposed 108 multifamily dwelling units. The Property is within close proximity to emergency service stations, including the Fire Department and EMS as shown in Exhibit 1. Furthermore, the Property is located within water and sewer categories W-4 and S-4 and is eligible to proceed with a PPS application. PGAtlas labels the Property as being within W-5 and S-5 but the Applicant notes this designation was revised with CR-076-2023, which is attached for reference. This District Council Resolution revised the water sewer categories for several sites within the entirety of Prince George's County, including the subject Property. If this PPS submittal and forthcoming DET application are approved, the Applicant will then proceed with an administrative water and sewer

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category change from W-4/S-4 to W-3/S-3. Trash and recycling materials will be collected from two internal building dumpsters and a third external dumpster, which will be enclosed. Details for the external dumpster enclosure will be provided with the forthcoming DET submittal.

Recreational facilities are proposed with this PPS application in accordance with the County's 1989 *Parks and Recreation Guidelines*. An exhibit demonstrating the recreation facilities requirement is included with this PPS submittal, but a screenshot is provided below. The recreational facilities requirement for the subject Property is \$121,092.40. Details of these facilities will be provided with the forthcoming DET submission but will generally include pickleball courts, a playground, and a clubhouse. Furthermore, while not classified as a recreational facility by name, the Applicant also intends to provide a dog park within the development.

**Formula for Determining the Value of Recreational Facilities**

Project name: Junica Brandywine

Project number: PPS-2023-017 & ADQ-2023-033

No. of units  Population /DU by PA  Total Project Population

Total Project Population  Multiplier

Multiplier  Value of Facilities to be provided

**Historic Preservation**

The Applicant notes that the subject Property does not contain and is not adjacent to any historic or cultural resources identified for preservation by the Master Plan.

**2017 Green Infrastructure Plan (Functional Master Plan)**

The 2017 Green Infrastructure Plan places a majority of the Property in the "Evaluation Area" (light green) as shown in the image below.





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Evaluation Areas (as defined by the Master Plan) potentially contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, that are not regulated (i.e., not protected) during the land development process. The approved NRI (NRI-079-2023) notes there are seven specimen trees on-site and 5.15 acres of woodlands. As shown on the provided TCP1, the Applicant has requested the removal of five specimen trees and an accompanying specimen tree variance has been provided with this PPS submittal.

### **Woodland and Wildlife Habitat Conservation Ordinance**

The Property is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance as the site has more than 10,000 square feet of woodland. Therefore, the Applicant has filed a Type 1 Tree Conservation Plan as part of this PPS submittal package.

### **County's Ten-Year Water and Sewerage Plan**

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses specifically: Drinking Water Supply, Water Treatment, and Stormwater Management. The subject Property is within water and sewer categories W-4 and S-4 and is eligible to proceed with a PPS application. PGAtlas labels the Property as being within W-5 and S-5 but the Applicant notes this designation was revised with CR-076-2023, which is included within this PPS submittal for reference. This District Council Resolution revised the water sewer categories for several sites within the entirety of Prince George's County, including the subject Property.

CR-076-2023  
(DR-2)  
Attachment A

#### **WATER AND SEWER CATEGORY AMENDMENT**

Sewershed Application Council District	Development Proposal/ Tax Map Location	Acreage/ Zoning	Current Category	Requested Category	Executive's Recommendation	Council Approval
<b><u>Blue Plains</u></b>						
23/BP-01 National Harmony Office Building	Two office buildings encompassing 12,000 SF of floor area. 66 E-1; Part of Lot 1	2.00 of 142.86 RSF-95	6	4/3	3	3
District 5						
<b><u>Western Branch</u></b>						
23/W-01 Upper Marlboro Westphalia	A warehouse and an office building encompassing 3,500 SF of floor area. 90 C-1; Parcels 101 & 102	4.12 IE	5	4/3	4	4
District 6						
<b><u>Piscataway</u></b>						
23/P-01 Moore's Road Subdivision	Two single family detached residences with a minimum 4,108 SF of livable space; requesting to develop on interim septic systems in a publicly designated category.	3.00 RR	5	Waiver to use Interim Septic Systems	Retain 5 Deny Waiver	Retain 5 Defer Waiver
District 9						
23/P-02 Junica Brandywine Village	301 multifamily residential units with a minimum 825 SF of floor area. 144 E/F-2; Parcels 47, 64, 92 & 186	9.00 CGO	5	4	4	4

**VI. GENERAL CRITERIA FOR SUBDIVISION APPROVAL**

The Applicant has submitted an application that is in conformance with the Subtitle 24 Subdivision Regulations as shown on the provided PPS plan.

**VII. CONFORMANCE WITH THE STANDARDS OF NONRESIDENTIAL BASE ZONES AND THE CGO ZONE**

The subject application conforms to the applicable purposes of the Nonresidential Base Zones as follows:

**27-4203. Nonresidential Base Zones**

**(a) *General Purposes of Nonresidential Base Zones***

*The Nonresidential base zones are established for the general purpose of ensuring there are lands in the County that provide a wide range of retail, office, service, employment, light industrial, heavy industrial, and related uses to meet the needs of County residents and the region, and more specifically to:*

- (1) Provide appropriately located lands for the full range of business uses needed by the County's residents, businesses, and workers, consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan to support quality economic growth;*
- (2) Strengthen the County's economic base, and provide employment opportunities close to home for County residents;*
- (3) Create suitable environments for various types of businesses, and protect them from the adverse effects of incompatible development;*
- (4) Create suitable environments for various types of mixed-use development, where business, office, retail, and residential development is designed and integrated in compatible ways;*
- (5) Accommodate new infill development and redevelopment that is consistent with the context and the character of the nonresidential zone in which it is located;*

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- (6) ***Ensure nonresidential development is located and designed to protect and preserve the character of existing single-family zones and neighborhoods; and***
- (7) ***Promote sustainable development that conserves energy and is energy-efficient, reduces the emission of greenhouse gases, provides physical and economic access to nutritious foods, employs sustainably-sourced and recycled materials, and meets similar sustainability goals.***

**RESPONSE:** As provided herein, PPS-2023-071 advances the general purposes of the Nonresidential Base Zones. The proposed development is consistent with the applicable planning policies and goals of the 2035 General Plan and 2010 Master Plan. The proposed multifamily dwelling and eating and drinking establishment uses conform with the intensity and dimensional standards provided within Section 27-4203(d)(2) of the Zoning Ordinance, which demonstrates that the site is consistent with the context and character of the CGO Zone.

The subject Property proposes multifamily residential dwellings with a commercial eating and drinking establishment component in the center of the site. The Applicant will provide adequate parking and signage, including but not limited to freestanding and wayfinding signage with the forthcoming DET to support the commercial use. The central location within the site will also distinguish this use from an on-site amenity as the café will be open to the general public. Furthermore, the surrounding properties designated for future commercial growth have not yet been developed and presently only include residential, institutional, and vacant land uses. The development of this Property could therein act as a catalyst to introduce additional desired commercial uses to the region given the increase in the user population near the intersection of Brandywine Road and MD 5. The Property providing multifamily residential dwelling units also increases the housing diversity in the region and is located just outside of the Brandywine Local Town Center, which has a large existing base of commercial uses. This location can then act as a transition between MD 5 and the existing single-family homes to the south and neighborhoods beyond to the west. This development will also be sustainably designed, conforming to the required green building standards in Section 27-61600 with the forthcoming DET submittal.



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(d) Commercial, General and Office (CGO) Zone

(1) Purposes

The purposes of the Commercial, General and Office (CGO) Zone are:

- (A) To provide lands for a diverse range of business, civic, and mixed-use development, typically at or near major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness;
- (B) To incorporate development with multiple uses, shared parking, and coordinated signage and landscaping; and
- (C) To accommodate higher-density residential uses as part of vertically or horizontally mixed-use development.



**RESPONSE:** The approval of PPS-2023-024 will enhance the purposes of the CGO Zone. As mentioned herein, the Applicant is proposing a high density multifamily residential development with a commercial component along the MD 5 corridor near Brandywine. The site will contain an internal circulation system that includes sidewalks and recreational facilities with ample gathering space for residents. The proposed café will be located in the center of the site, which will include an outdoor seating area and ample on-site signage with designated on-site parking.

(2) Intensity and Dimensional Standards

Standard (1)	Townhouse Dwelling	Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)	Other Uses
Density, max. (du/ac of net lot area)	20.00	48.00	No requirement
Net lot area, min. (sf)	No requirement	7,500	No requirement
1 Lot width, min. (ft)	20	50	No requirement
Lot coverage, max. (% of net lot area)	65 (3)	70	No requirement
2 Front yard depth, min. (ft)	10	10	0
3 Side yard depth, min. (ft)	8 (4)	8	0
4 Rear yard depth, min. (ft)	15	15	0
5 Principal structure height, max. (ft) (5) (6)	50	86	No requirement

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) The standards in this column apply to multifamily dwellings, artists' residential studios, and live-work dwellings as stand-alone development. Dwelling units above ground-level nonresidential development shall be subject to the maximum density standard in this column, but otherwise to the standards for Other Uses.

(3) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

(4) Applicable to buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) Provided those portions of the structure greater than 50 ft high are set back from the minimum front, side, and rear yard depths an additional 0.5 ft for each 1 ft (or major fraction thereof) the height of the portion exceeds 50 ft.

(6) 110 ft for office buildings or mixed-use development consisting primarily of office uses.

**RESPONSE:** These requirements will be met and illustrated in the forthcoming DET submittal.

## **VIII. PRINCIPAL USE STANDARDS**

As the Property is being evaluated with the standards of the CGO Zone, the proposed multifamily dwelling unit and eating and drinking establishment uses are permitted by right with no specific use standards.

## **IX. PART 27-6: DEVELOPMENT STANDARDS**

The following contains responses to the relevant development standards per the requirements of the Zoning Ordinance:

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

#### **27-6204. Circulation Plan or Site Plan Required**

*Development applications shall include a circulation plan (unless a site plan meeting the requirements of this Section is submitted) that demonstrates how the development follows the requirements of Sections 27-6205 through 27-6208. A circulation plan may be combined with the parking plan required in Section 27-6303, Parking Plan or Site Plan Required.*

**RESPONSE:** A circulation plan will be included for review with the forthcoming DET submittal.

#### **27-6206. Vehicular Access and Circulation**

##### ***(a) Definition of Street Functional Classification***

*All public streets will be classified by the County according to the system of functional classification defined in the Prince George's County Specifications and Standards for Roadways and Bridges, authorized in Subtitle 23: Roads and Sidewalks as the County's official standards for street design and construction. Within the Transit-Oriented/Activity Center base and Planned Development (PD) zones, the Prince George's County Urban Street Design Standards shall apply.*

##### ***(b) 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.*

**(1) 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.*

**(2) Alleys**

**(A)** *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.*

**(B)** *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.*

**(3) Connectivity**



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*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.*

**RESPONSE:** The Applicant acknowledges these standards and notes that one two-way driveway is proposed to connect the site to Brandywine Road, which is an existing public street.

**(c) 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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that proposed development is served by a system of vehicular accessways that will accommodate appropriate vehicle turning movements including, but not limited to, firefighting and other emergency vehicles, garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development.

**(d) Vehicular Access Management**

**(1) Limitation on Direct Access Along Arterial 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 or collector street only if:*

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

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- (C) *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 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 or collector street.*

**RESPONSE:** The Applicant acknowledges that the development is proposed to be accessed from one two-way driveway along Brandywine Road, which is classified as a collector roadway. Access must be granted from Brandywine Road as no alternative direct vehicular access from a lower-classified roadway exists. Said development will generate an average daily traffic (ADT) count of more than 1,000 trips as demonstrated on the provided Traffic Impact Statement prepared by Lenhart Traffic Consulting, Inc. While the ADT exceeds 1,000, the prepared Traffic Impact Statement also indicates that the origin point accessed by the driveway will generate sufficiently low traffic volumes as not all users will be entering and exiting the site at a single time as demonstrated in the trip generation totals. Furthermore, the adjacent collector street (Brandywine Road) has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the roadway. As illustrated by Section 5 of the Traffic Impact Statement, the addition of the trips proposed by this development will not cause any of the examined intersections to operate outside of the Adequate Public Facility Ordinances (APFO) and is thus consistent with all regulation requirements.

(2) *Limitation on Direct Driveway Access along Other Streets*

*The following standards shall apply to vehicular access along a street other than an arterial street.*

- (A) *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 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).*

**RESPONSE:** The Applicant acknowledges this standard but notes it does **not** apply as this application is for a PPS with two uses, which include multifamily dwellings and a proposed eating and drinking establishment (café) with one proposed two-way driveway along a collector street (Brandywine Road). Therefore, this standard for single-family detached, two-family, and three-family dwellings does **not** apply to the subject Property.

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- (B) *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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed single two-way vehicular access point along Brandywine Road shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street.

- (C) *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.*

**RESPONSE:** The Applicant acknowledges this standard but notes it does not apply as the subject Property is not a through lot or corner lot.

(3) *Shared Driveways*

- (A) *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.*

**RESPONSE:** The Applicant acknowledges this standard but notes it is impractical to provide shared driveway access for the subject site from the adjacent properties. Currently the properties to the north and west share a driveway, whilst the adjacent parcel to the east is vacant. However, providing a shared driveway between any of the adjacent properties impracticable and infeasible.

Firstly, as the existing parcel to the east is vacant it would be impractical to share a driveway since the site is currently fully wooded. Creating additional impervious surface and destroying existing woodlands on a site with no planned development is not advised and would not be consistent with the goals, policies, and strategies of the Master Plan.

The second option for shared access is through an existing driveway to the west of the Property. It is shared by an existing single-family detached residential dwelling to the northwest of the site and the place of worship use to the north of the Property. Utilizing this existing driveway would not be advisable as it would impair the circulation of each property. Furthermore, if utilizing the existing driveway, the extension of pavement to the Property would impair the ability for the Applicant to provide adequate landscape buffering between the neighboring uses. This would then

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result in the Applicant likely needing to file for an alternative compliance to comply with the Landscape Manual at the time of DET submittal. Lastly, many of the properties along Brandywine Road, particularly those on the southern side of the roadway, have individual driveway access points. Thus, one proposed two-way driveway for the subject Property is consistent with the surrounding area and is permitted by the regulations of the Zoning Ordinance.

- (B) *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.*

**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as there are no proposed shared driveways utilizing easements with this PPS application.

(e) *Cross-Access*

(1) *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.*

(2) *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:*

- (A) *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).*

- (B)** *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.*
- (C)** *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.*
- (D)** *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.*

**RESPONSE:** The Applicant acknowledges these requirements and intends to request that the Planning Director **waive** them with the forthcoming DET submittal as permitted by the Zoning Ordinance.

**(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.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of multifamily and commercial uses and does not propose any single-family residential dwellings.

**(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.*
- (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.*
- (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.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of multifamily and commercial uses and does not propose utilizing a cul-de-sac head or street turnaround.

***(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.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of multifamily and commercial uses and does not propose any single-family residential dwellings.

(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.*

**RESPONSE:** The Applicant acknowledges this standard has been met as the subject Property will be accessed via one two-way driveway from Brandywine Road. The extension of Brandywine Road is not required for the proposed entrance.

(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;*

- (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.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of multifamily and commercial uses and does not propose any private streets.

*(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.*

(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.*

(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.*

(4) ***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.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the subject Property is zoned CGO and does not utilize a block design.

(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.*

**RESPONSE:** The Applicant acknowledges these standards and notes that the proposed two-way driveway shall be at least 22 feet-wide.

**(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.*

**RESPONSE:** The Applicant acknowledges this standard and notes the site is designed to allow for adequate fire truck “turn-around” movement.

**(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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the provided two-way driveway entrance lines up with existing access points on the southern portion of Brandywine Road to the maximum extent practicable. This location was chosen for the driveway entrance as it located approximately halfway between either side of the Property along Brandywine Road.

**(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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed two-way driveway meets this separation standard. The driveway radius does not encroach onto adjacent property. Furthermore, said entryway also does not interfere with the safe use of a driveway on any adjoining property.

**(C) Medians in Driveway Entrances**

*Medians may be incorporated at driveway entrances provided:*



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- (A) *No signage is included within the median other than traffic signs and a single monument sign;*
- (B) *Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and*
- (C) *The minimum driveway width is maintained for each travel and turning lane.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as no median is proposed for the two-way driveway entrance.

**(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.*

**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as the proposed multifamily and commercial uses for the subject Property do not require stacking spaces.

**(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.*

**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as the proposed multifamily and commercial uses for the subject Property do not require stacking spaces.

(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.*

**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as the proposed uses for the subject Property do not require stacking lanes.

**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.**

**RESPONSE:** The Applicant acknowledges these standards and notes that the multifamily and commercial uses shall be served by an internal pedestrian circulation system that meets the requirements of this section. Sidewalks that are at least five-foot-wide shall be provided along the site's entire frontage along Brandywine Road and to each proposed building entrance. Sidewalks also shall be provided to connect the proposed buildings to the recreational facilities and the outdoor seating area for the café. ADA accessible crosswalks will then be provided at key intersections within the site to promote safe pedestrian circulation.

**(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.**

**RESPONSE:** The Applicant acknowledges these standards and notes that the multifamily and commercial uses shall be served by an internal pedestrian circulation system that meets the requirements of this section. Sidewalks that are at least five-foot-wide shall be provided along the site's entire frontage along Brandywine Road and to each proposed building entrance. Sidewalks also shall be provided to connect the proposed buildings to the recreational facilities

and the outdoor seating area for the café. ADA accessible crosswalks will then be provided at key intersections within the site to promote safe pedestrian circulation.

**(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).*

**RESPONSE:** The Applicant acknowledges this requirement and intends to request that the Planning Director **waive** this standard with the forthcoming DET submittal as permitted by the Zoning Ordinance.

- (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.*

**RESPONSE:** The Applicant acknowledges this requirement and intends to request that the Planning Director **waive** this standard with the forthcoming DET submittal as permitted by the Zoning Ordinance.

- (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.*

**RESPONSE:** The Applicant acknowledges this requirement but notes that no easements are currently proposed as the Applicant is pursuing a **waiver** of this standard with the forthcoming DET submittal as permitted by the Zoning Ordinance.

**(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).***

**RESPONSE:** The Applicant acknowledges these standards and notes that pedestrian sidewalk pathways will be provided between all off-street parking lots and proposed buildings.

- (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.***

**RESPONSE:** The Applicant acknowledges these standards and notes that pedestrian sidewalk pathways will be provided between all off-street parking lots and proposed buildings.

- (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.***

**RESPONSE:** The Applicant acknowledges these standards and notes that pedestrian sidewalk pathways will be provided between all off-street parking lots and proposed buildings.

**(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.***

**RESPONSE:** The Applicant acknowledges these standards and notes that pedestrian sidewalk pathways will be provided between all off-street parking lots and proposed buildings.

**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;***

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- (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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the required bicycle parking facilities will be shown on the forthcoming DET submittal in accordance with Section 27-6309.

(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 to 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.*

**RESPONSE:** The Applicant acknowledges these standards and notes that a bicycle lane improvement along Brandywine Road has been proposed east of the site, closest to the intersection with MD 5 in accordance with the prepared BPIS.

(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.*

**RESPONSE:** The Applicant acknowledges these requirements and intends to request that the Planning Director **waive** them with the forthcoming DET submittal as permitted by the Zoning Ordinance.

(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.*

**RESPONSE:** The Applicant notes that these standards do **not** apply as there are no off-street bicycle paths proposed.

(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.*

**RESPONSE:** The Applicant acknowledges these standards and notes that a bicycle lane improvement along Brandywine Road has been proposed east of the site, closest to the intersection with MD 5 in accordance with the prepared BPIS. This on-street bicycle facility will be designed and provided in accordance with the cross-section, paving, and other standards applicable to Brandywine Road, which is a collector roadway.

(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.*

**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.*

*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.*

**RESPONSE:** The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Set-Aside Exhibit. A minimum of seven and a half percent (7.5%) of

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the proposed multifamily and commercial development in the CGO Zone is for open space set-asides.

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

- (a) 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.*
- (b) 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.*

**RESPONSE:** The Applicant notes that these regulations have been met as demonstrated in the provided Open Space Set-Aside Exhibit. A minimum of seven and a half percent (7.5%) of the proposed multifamily and commercial development in the CGO Zone is for open space set-asides. Open space set-asides for this site primarily include provided landscaping and active recreation areas.

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

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

- (a) Private yards not subject to an open space or conservation easement;*
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;*
- (c) Vehicular parking areas or lots (excluding the landscaped areas);*
- (d) Driveways for dwellings;*
- (e) Land covered by structures not designated for active recreational uses;*
- (f) Designated outdoor storage areas; and*
- (g) 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).*

**RESPONSE:** The Applicant acknowledges this standard and notes that none of the above areas are proposed as open space set-asides.

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

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

**(a) 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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that proposed woodland preservation area being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site. The woodland preservation is highly visible from the adjacent roadway, Brandywine Road, and provides a focal point for the proposed development. Said landscaping also acts as a buffer for the adjacent single-family detached, place of worship, and vacant uses that adjoin the property. Furthermore, said active recreation facilities are generally located within the center of the development, featuring as a predominant amenity for future site residents.

**(b) Configuration**

- (1) *Open space set-asides shall be compact and contiguous unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.***
- (2) *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).***

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**RESPONSE:** The Applicant acknowledges these standards and notes that the proposed open space set-asides are compact and contiguous to the proposed developed area of the site.

**(c) 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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that each building has at least one entrance that either faces proposed landscaping buffering or active recreational facilities internal to the site.

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

**(1)** *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:*

- (A)** *Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;*
- (B)** *Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;*
- (C)** *Protected trees and other mature trees;*
- (D)** *Parks and trails (regardless of public or private ownership);*
- (E)** *Lands with active agricultural uses and activities;*
- (F)** *Perimeter buffers or visual transitions between different types or intensities of uses;*
- (G)** *Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and*
- (H)** *Historic and archeological features.*

**(2)** *In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides*



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*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.*

**RESPONSE:** The Applicant acknowledges these standards and notes that since the property has a valid NRI (NRI-079-2023) that does not indicate that there is floodplain or wetlands on-site, landscape buffering features have been prioritized as a component to separate incompatible uses.

**(e) 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:*

- (1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.*
- (2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.*

**RESPONSE:** The Applicant acknowledges these standards but notes they are **not** applicable to the subject Property as it is located within the CGO Zone.

**Sec. 27-6500 Landscaping**

*All development shall comply with the requirements of the Prince George's County Landscape Manual, which is incorporated herein by reference, and made a part of this Ordinance with the same force and effect as the regulations set forth herein.*

**RESPONSE:** The Applicant acknowledges this requirement and will provide a landscape plan in conformance with the Prince George's County Landscape Manual within the forthcoming DET submittal. However, in advance of this future submittal, adequate landscape buffering widths in accordance with Sections 4.6 and 4.7 of the Landscape Manual are shown on the Open Space Set-Aside Exhibit and PPS.

**Sec. 27-6800 Environmental Protection and Noise Controls**

#### **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).*

**RESPONSE:** The Applicant acknowledges this standard and has included an approved NRI (NRI-079-2023) demonstrating the environmental features of the subject Property as part of the PPS submittal package.

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 25 as reflected on the TCP1 included in the DET submittal package.

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved stormwater management concept plan (SDC-23142-2023). No floodplain is present on the Property per available DPIE floodplain information.

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed development will be in compliance with the above requirements, and shall be required to obtain an approved Grading, Erosion, and Sediment Control Plan prior to issuance of any grading permits.

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved stormwater management concept plan (SDC-23142-2023).

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as the Property is not within the CBCAO Zone.

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed development (as reflected in the submitted TCP1) conforms to all applicable requirements in the Subdivision Regulations for regulated environmental features.

#### **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.*

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed development conforms to all requirements in the Subdivision Regulations for treatment of unsafe land. There are no unsafe lands on the Property.

**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;*

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- (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.*
- (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.*

**RESPONSE:** The Applicant acknowledges these standards but notes that they do **not** apply to this Property with multifamily and commercial uses as the site is not adjacent to existing or planned streets classified as arterial or higher. The property entirely fronts on Brandywine Road, which is classified as a collector and contains no frontage on a street classified as arterial or higher. Furthermore, there are multiple parcels to the east between the property and the nearest street classified as arterial or higher, which is MD 5 (Branch Avenue). Therefore, the Applicant contends that a phase I noise study is not required with the submission of the PPS application as the Property should not be considered as adjacent to MD 5 (Branch Avenue). Nevertheless, if M-NCPPC staff determine that a phase I noise study is necessary for the review of this PPS application, the Applicant shall provide it at least 40 days prior to the proposed Planning Board hearing date.

#### **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.*

*(a) Site Access*

*New multifamily, townhouse, or three-family development with 20 or more dwelling units shall have:*

- (1) At least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible.*
- (2) No primary vehicular access along a local street serving existing single-family detached dwellings – provided however, that secondary vehicle*

***access for emergency vehicles may be provided along such a local street if other points of access are not available.***

**RESPONSE:** The Applicant contends that a secondary vehicular access point to or from the site to ensure emergency vehicle entry is not feasible for the subject Property for a plethora of reasons. Firstly, the subject Property only has frontage on a single roadway, Brandywine Road, which has a collector classification. Section 27-6206(d)(1) of the Zoning Ordinance states that driveway access to roadways classified as arterial or collector should be limited in the County. Providing a secondary access point to the site would then not conform with the “Vehicular Access and Circulation” requirements of the Zoning Ordinance. Furthermore, even if access could be granted, it would be difficult to allow for adequate distance and separation for a full turning movement into and out of the site, given the proposed close proximity of the driveways. Said secondary access point would also interfere with the Property’s proposed stormwater management facilities and inhibit the Section 4.6 Scenic and Historic roadway buffer between the structures and Brandywine Road. Lastly, utilizing the existing shared driveway to the west for secondary access is not advisable as it would require vehicular cross access between parcels. This vehicular cross-access connection, as demonstrated previously, would inhibit proposed landscape buffering between uses and cause unsafe traffic circulation. With a secondary access point, residents could then utilize a driveway entrance proposed for lower intensity uses, which include a place of worship and one single-family detached dwelling. Nevertheless, the proposed entrances at both Parcels 1 and 4 will be sufficient to accommodate the movement and turnaround of large vehicles, including emergency service vehicles.

***(b) Location of Off-Street Parking***

- (1) For multifamily dwellings only, no more than 50 percent of off-street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. Interior structures within a multi-building development served by a central, private driveway are exempted from this requirement. (see Figure 27-6903(b): Multifamily, Townhouse, or Three-Family Parking Location).***
- (2) For all multifamily, townhouse, and three-family buildings:***
  - (A) Guest and overflow parking within a development subject to these standards shall be located to the side or rear of the building containing the units, to the maximum extent practicable.***
  - (B) Off- street surface parking located beside a building shall not occupy more than 35 percent of the parcel’s street frontage. Associated driving areas shall be included as part of such off-street surface parking.***



**RESPONSE:** The Applicant acknowledges these standards and shall demonstrate conformance with the site plan that will be included as part of the DET application submittal.

**(c) Building Orientation and Configuration**

**(1) Single-Building Development**

*The primary entrance of a multifamily, townhouse, or three-family single-building development shall face the street or a common open space such as a mews.*

**(2) Multi-Building Development**

*Multifamily, townhouse, and three-family developments with more than one building shall be configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like mews or courtyards). Buildings may be oriented towards off-street parking lots only in cases where no other practical alternative exists. (see Figure 27-6903(c)(2): Multi-Building Orientation)*

**RESPONSE:** The Applicant acknowledges these standards and shall demonstrate conformance with the site plan that will be included as part of the DET application submittal.

**(d) Maximum Building Length**

**(1) *The maximum length of any multifamily, townhouse, or three-family building shall be 150 linear feet in the RSF-A and RMF-12 zones; and 250 linear feet in the RMF-20, RMF-48, and CGO zones, regardless of the number of units.***

**RESPONSE:** The Applicant acknowledges this standard and notes that all proposed buildings will not have a maximum length of 250 linear feet as the Property is in the CGO Zone. This standard will be further demonstrated with the site plan that will be included as part of the DET application submittal.

**(e) Building Facades**

*For all multifamily, townhouse, and three-family buildings, except as noted in Section 27-6903(e)(3) below:*

**(1) *Façades of all buildings subject to these standards that face a street shall incorporate wall offsets, in the form of projections or recesses in the façade plane, spaced no more than 50 feet apart (see Figure 27-***

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***6903(e)(1): Changes in Building Façade), unless the applicant provides a design of similar or superior quality.***

- (2) Wall offsets shall have a minimum depth of two feet.***
- (3) In addition to wall offsets, street-facing façades of multifamily, townhouse, and three-family buildings shall provide a minimum of three of the following design features for each residential building fronting onto a public street (see Figure 27-6903(e)(3): Examples of Front Façades):***
  - (A) One or more dormer windows or cupolas;***
  - (B) A recessed entrance;***
  - (C) A covered porch;***
  - (D) Pillars, posts, or columns next to the doorway;***
  - (E) One or more bay windows projecting at least twelve inches from the façade plane;***
  - (F) Eaves projecting at least six inches from the façade plane;***
  - (G) Raised corniced parapets over the entrance door;***
  - (H) Multiple windows with a minimum four-inch-wide trim;***
  - (I) Integrated planters that incorporate landscaped areas or places for sitting; or***
  - (J) Roof form and line changes consistent with the wall offsets.***

**RESPONSE:** The Applicant acknowledges these regulations and shall demonstrate conformance with the architectural elevations that will be included as part of the DET application submittal.

***(f) Roofs***

***For all multifamily dwellings:***

- (1) Sloped roofs on buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.***

- (2) *Flat roofs shall be concealed by parapets that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.*
- (3) *Alternative roof forms or pitches may be allowed for small roof sections over porches, entryways, or similar features.*
- (4) *All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured and screened (if necessary) to have a minimal visual impact as seen from the street.*

**RESPONSE:** The Applicant acknowledges these regulations and shall demonstrate conformance with the architectural elevations that will be included as part of the DET application submittal.

**(g) *Building Façade Fenestration/Transparency***

*At least 15 percent of the street-facing façade area of the ground-level floor of any multifamily, townhouse, or three-family building (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.*

**RESPONSE:** The Applicant acknowledges this regulation and shall demonstrate conformance with the architectural elevations that will be included as part of the DET application submittal.

**(h) *Materials***

*For all multifamily, townhouse, and three-family buildings:*

- (1) *Primary façade materials shall not change at outside corners, but extend along any side façade that is visible from a street. In all instances the extension shall be a minimum of 20 feet, with the exception that materials may change where side or rear wings meet the main body of the structure.*
- (2) *Material changes shall occur along a horizontal line or where two forms meet. It is acceptable, however, that change of materials occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern. See Figure 27-6903(h): Example of Building Façade, Roof, Fenestration/Transparency, and Materials Requirements for Multifamily Building.*

- (3) *Townhouse development shall conform with the building material requirements set forth in Section 27-61203(d), Building Materials, of this Subtitle.*

**RESPONSE:** The Applicant acknowledges these regulations and shall demonstrate conformance with the architectural elevations that will be included as part of the DET application submittal.

(i) ***Garage Standards***

*For all multifamily, townhouse, and three-family buildings:*

- (1) *Detached garages or carports shall be located to the side or rear of the building(s) containing the dwellings. A parking structure is exempt from this requirement. (see Figure 27-6903(i): Garage Placement.)*
- (2) *Freestanding garages or carports visible from public streets outside the development shall be oriented perpendicular to the street, or the façade facing the street shall be configured to comply with the required wall offsets and façade design features in Section 27-6903(e), Building Façades.*
- (3) *The exterior materials, design features, and roof forms detached garages or carports should generally be compatible with the building(s) they serve.*

**RESPONSE:** The Applicant acknowledges this regulation but notes that **no** separate detached garages are anticipated to be proposed with the DET submittal. Nevertheless, if detached garages are proposed, they will be designed in accordance with this regulation.

(j) ***Outdoor Activity Areas***

*For all multifamily, townhouse, and three-family buildings, ground-level outdoor activity areas, porches, decks, vending areas, and other similar site attributes shall be screened from adjacent single-family dwellings with a perimeter buffer in accordance with Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.*

**RESPONSE:** The Applicant acknowledges this regulation and shall demonstrate conformance, if applicable, on the landscape plan that will be included as part of the DET submittal.

**X. TREE CANOPY COVERAGE REQUIREMENT**

The Prince George's Tree Canopy Coverage Ordinance, Subtitle 25 Division 3,

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requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. As the Property is zoned CGO it is required to provide a minimum of fifteen percent (15%) of the gross tract area in tree canopy coverage. This requirement will be evaluated with the forthcoming DET submittal.

## **XI. CONCLUSION**

The Applicant respectfully submits that all the criteria for granting the proposed preliminary plan and certificate of adequacy has been met. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of PPS-2023-017 & ADQ-2023-033.

Thank you in advance for your consideration of this application. If you have any questions or comments, please do not hesitate to contact me.

Respectfully submitted,



Arthur, J. Horne, Jr.

Enclosures

cc: Mr. Larry Jennings  
Mr. Michael Mccrary  
Mr. Ronald Lipscomb  
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AJH/ats