

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 14, 2019, regarding Conceptual Site Plan CSP-18003 for Calm Retreat, the Planning Board finds:

1. **Request:** The subject application proposes a conceptual site plan (CSP) for development of 550–650 one-family, attached (townhouse) dwelling units; 100–200 two-family, attached dwelling units; and 10,000–20,000 square feet of commercial/retail uses.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Residential & Commercial
Acreage	72.10	72.10
Total Gross Floor Area (GFA) (sq. ft.)	19,804	1,530,000–1,980,000
Of which Commercial GFA	19,804	10,000–20,000
Residential GFA	0	1,520,000–1,960,000
Total Dwelling Units	0	850
Of which One-Family Attached	0	650
Two-family Attached	0	200

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.49–0.63 FAR

Note: *Additional density is allowed, in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more residential units.

3. **Location:** The subject property is located at 15111 and 15207 US 301 (Robert Crain Highway), approximately 1,900 feet north of its intersection with Chadds Ford Drive, in Planning Area 85A, Council District 9.

4. **Surrounding Uses:** The subject site is located on the western side of US 301, within the Brandywine Community Center Edge Area, as defined in the *Plan Prince George's 2035 Approved General Plan* and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan and SMA). To the north of the subject site is a single property in the Mixed Use-Transportation Oriented (M-X-T) Zone, presently occupied by a commercial trailer vendor; to the east is the right-of-way of US 301 and a single lot in the Commercial Miscellaneous Zone, presently occupied by a car dealership; to the south is the Brandywine Village/Chaddsford Development, which includes single-family, detached residential development in the Residential Medium Development Zone, single-family, attached townhouse residential development in the Local Activity Center (L-A-C) Zone, and planned commercial development in the L-A-C Zone, adjacent to US 301; and to the west is vacant property in the Rural Residential (R-R) Zone that is subject to Special Exception SE-4647, which allows for surface mining of sand and gravel.
5. **Previous Approvals:** The subject property was rezoned through a minor amendment to the Subregion 5 Master Plan and SMA. Minor Amendment Six of Council Resolution CR-13-2018 was approved on March 6, 2018 and rezoned the property from the R-R Zone to the M-X-T Zone.
6. **Design Features:** The subject site is in an irregularly shaped rectangle, extending lengthwise perpendicular to US 301. The width of the property is variable, ranging from approximately 1,000 feet in the western portion of the site, to less than 350 feet adjacent to US 301 in the eastern portion.

A master plan arterial roadway, A-55, extends in a westerly direction from US 301, through the subject site and adjacent properties, prior to connecting with Accokeek Road to the west. Two existing roadways to the south, Lord Howe Way and General Lafayette Boulevard (MC-502), are to be extended from the Brandywine Village/Chaddsford development northward, to connect to A-55 within the subject site. An additional proposed north-south roadway in the eastern portion of the site will connect A-55 to the planned commercial development on the adjacent Brandywine Village/Chaddsford development. This potential interparcel connection is recommended to be clearly reflected on the CSP prior to signature approval. This connection is anticipated and planned with the Brandywine Village development (CDP-1201/A-9997-C/ 4-12007) abutting to the south. Further review will occur at the time of preliminary plan of subdivision and detailed site plan.

This CSP proposes mixed-use development to include commercial and residential uses in separate pods. Commercial development, with a maximum gross floor area of 20,000 square feet, is proposed within an envelope of approximately 1.4 acres in the easternmost portion of the site, south of A-55. This area is bounded to the east by US 301, A-55 to the north, a stream corridor to the west, and planned commercial development in the Brandywine Village/Chaddsford development to the south.

Residential development is proposed in three pods throughout the rest of the site. Pods 1 (41.21 acres) and 2 (5.02 acres) are south of the proposed A-55, and Pod 3 (3.64 acres), the smallest, is located on the north side. A maximum of 850 dwelling units are proposed, to include

up to 650 single-family attached (townhouse) units, and up to 200 two-family attached (two over two) units. The residential development pods are each to include a mix of both housing types and associated improvements including streets, sidewalks, recreational amenities, and landscaped areas. Pod 1 is proposed to cover most of the site from the western property boundary to General Lafayette Boulevard. Pod 2 is proposed to cover the eastern section of the site, between General Lafayette Boulevard to the west and a stream corridor to the east. Pod 3 is bounded by a future extension of General Lafayette Boulevard to the west, A-55 to the south, a stream corridor to the east, and the adjacent M-X-T-zoned property to the north.

Various green open spaces have been proposed throughout the subject site. Specific sizes and locations, along with recreational facilities, will be decided at the time of preliminary plan of subdivision (PPS) and detailed site plan (DSP). All recreational areas should be evenly distributed throughout the entire subdivision and be within walking distance.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all mixed-use zones, as follows:
 - (1) The proposed one-family attached residential, two-family attached residential, and commercial/retail uses are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, development of this property would be limited to the numbers, as proposed in this CSP, that cannot exceed 850 dwelling units.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**

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

This CSP proposes two types of uses, as required, including residential and commercial uses. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

- b. The CSP is consistent with Section 27-548, Regulations, of the Zoning Ordinance. The following discussion is offered:

- (1) In accordance with Section 27-548(a), Maximum floor area ratio (FAR): (1) Without the use of the optional method of development — 0.40 FAR; and (2) With the use of the optional method of development — 8.00 FAR.**

A floor area ratio (FAR) range of 0.49–0.63 is proposed in this CSP. This is more than the maximum base density of 0.40 FAR, but below the maximum of 1.40, in accordance with Section 27-545(b)(4), Optional Method of Development, which allows an additional FAR of 1.0 be permitted where 20 or more dwelling units are proposed.

- (2) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

Commercial use is proposed in the eastern portion of the site, south of A-55, adjacent to US 301. Residential development is proposed throughout the remainder of the site. This separation of uses is allowable and appropriate for the site, given the presence of master plan roadway A-55.

- (3) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land use.**

Conformance with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) will be determined at the time of DSP review when detailed landscaping information is available.

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

Development of master plan roadway A-55 and other public streets proposed by the CSP will provide lot frontage and direct vehicular access to public streets that

will meet this requirement. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be demonstrated, pursuant to Subtitle 24.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Prince George's County Planning Board to approve a CSP in the M-X-T Zone, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial uses, will provide increased economic activity proximate to the intersection of US 301 and master plan roadway A-55, which will be improved by this application. It also allows for reduction of the number and distance of automobile trips by constructing residential and nonresidential uses near each other. This CSP promotes the purposes of the M-X-T Zone and contributes to the orderly implementation of the Subregion 5 Master Plan and SMA.

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

Approval of CR-13-2018 on March 6, 2018 changed the zoning of the subject property from R-R to M-X-T. The subject property is located within the edge area of the Brandywine Community Center core, as identified on pages 45 through 51 of the Subregion 5 Master Plan and SMA. The Brandywine Community Center core is located east of the property, on the eastern side of US 301. The master plan notes that community center edges to the west of US 301, which include the subject site, should contain a mix of residential and commercial land uses. Commercial uses may be clustered in pods, rather than mixed among residential uses, and residential densities are desired in the range of 4 to 20 dwelling units per acre. Development of the A-55 roadway is significant to the creation of an improved transportation network within the Brandywine Community Center core and edge area.

The mixed-use development proposed by this CSP is in general conformance with the guidelines and intent of the master plan.

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

The proposed development will be outwardly oriented. Residential and commercial buildings are to face major roadways and streets internal to the site. How buildings relate to the street and other urban design considerations must be addressed at the time of DSP to ensure continued conformance with this finding.

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

The proposed development is compatible with the existing and proposed development in the vicinity.

The subject site is located within the edge area of the Brandywine Community Center, as described in the Subregion 5 Master Plan and SMA. Development goals for this area promote the establishment of mixed-uses and expanding existing concentrations of population and employment. The proposed mix of residential and commercial uses and the A-55 roadway are compatible with existing and proposed development in the vicinity, and desired by the Subregion 5 Master Plan and SMA. Abutting the site to the south is the Brandywine Village/Chaddsford development, which includes a mix of existing residential dwellings and proposed commercial development. The commercial and residential uses proposed in this CSP should provide buffering, building massing, and architecture that respond to the adjacent uses. Such considerations will be reviewed at the time of PPS and DSP.

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

The mix of uses, arrangement of buildings, and other improvements and amenities produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed development concept includes a mix of residential and commercial uses, associated infrastructure, and development of the first segment of a new arterial roadway.

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

A phasing plan was not presented with this CSP, but the applicant has indicated that phases for the residential development will be separate from that of the commercial development phase. A condition has been included in this resolution requiring that a plan for staging of development be provided.

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

This requirement will be evaluated in detail at the time of PPS and DSP. The illustrative plan submitted with the CSP shows sidewalks adjacent to roadways and through open spaces.

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

The above finding is not applicable because the subject application is a CSP. Further attention should be paid to the design of pedestrian and public spaces at the time of DSP.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The applicant submitted a traffic impact study (TIS) with a revised date of April 2019. The findings outlined below are based upon a review of these materials and analyses consistent with the 2012 "Transportation Review Guidelines, Part 1" (Guidelines). The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

EXISTING CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 5 and Matapeake Business Drive	B/1095	E/1541
MD 5 and Chadds Ford Drive	C/1161	D/1423
Chadds Ford Drive and General Lafayette Boulevard	11.3 seconds	10.6 seconds
MD 5 and A-55	N/A	N/A
General Lafayette Boulevard and A-55	N/A	N/A
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The TIS identified 18 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 2 percent over six years was also applied to the traffic volumes along MD 5 (Branch Avenue). A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 5 and Matapeake Business Drive	E/1561	F/2260
MD 5 and Chadds Ford Drive	F/1627	F/2074
Chadds Ford Drive and General Lafayette Boulevard	15.5 seconds	18.2 seconds
MD 5 and A-55	N/A	N/A
General Lafayette Boulevard and A-55	N/A	N/A
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the Guidelines, as well as the Trip Generation Manual, 9th Edition (Institute of Transportation Engineers), the study has indicated that the subject application represents the following trip generation:

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Townhouse (Guidelines)	Up to 750 Units	105	420	525	390	210	600
Shopping Center (ITE-820)	20,000 Square feet	100	62	162	79	89	165
<i>Less 50% Pass-by</i>		<i>-50</i>	<i>-31</i>	<i>-81</i>	<i>-40</i>	<i>-43</i>	<i>-83</i>
Total new trips		155	451	606	429	253	682

The table above indicates that the proposed development will be adding 606 (155 in; 451 out) AM peak-hour trips and 682 (429 in; 253 out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

TOTAL CONDITIONS		
Intersections	AM	PM
	(LOS/CLV)	(LOS/CLV)
MD 5 and Matapeake Business Drive	E/1565	F/2270
MD 5 and Chadds Ford Drive	F/1604	F/2068
Chadds Ford Drive and General Lafayette Boulevard	14.2 seconds	18.8 seconds
MD 5 and A-55	F/1893	F/2106
General Lafayette Boulevard and A-55	16.6 seconds	17.0 seconds
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Based on the results shown above, the traffic study concludes the following:

- A new signal should be installed at US 301 and A-55, as discussed herein. The traffic signal warrant analysis confirms that the intersection would satisfy the Manual of Uniform Traffic Control Device signal warrants.
- Intersections along MD 5 and US 301 corridors exceed the adequacy thresholds, as specified by the Guidelines, due to the heavy regional

traffic volumes along this corridor. The property is located within the geographic boundaries of the Brandywine Road Club.

- The intersections along Chadds Ford Drive and General Lafayette Boulevard meet the three-tiered requirement for unsignalized intersections, as specified by the Guidelines, with minor street delays less than 50 seconds.

In lieu of providing the improvements above, the TIS recommends that the applicant participate in the Brandywine Road Club (CR-9-2017), as a means of satisfying the Adequate Public Facilities Requirements of Section 24-124 of the Subdivision Regulations.

The Planning Board concurs with the TIS findings and conclusions, and finds that a trip cap consistent with the development proposed at that time will be established with the PPS. The subject property is located within Planning Area 85A and is affected by the Brandywine Road Club. Specifically, CR-9-2017 notes the following:

- (a) Establishes the use of the Brandywine Road Club for properties within Planning Areas 85A and 85B as a means of addressing significant and persistent transportation deficiencies within these planning areas.
- (b) Establishes a list of projects for which funding from the Brandywine Road Club can be applied.
- (c) Establishes standard fees by development type associated with the Brandywine Road Club to be assessed on approved development.

This resolution works in concert with Prince George's County Council Bill CB-22-2015, which permits participation in roadway improvements as a means of demonstrating adequacy for transportation, as required in Section 24-124. Specifically, CB-22-2015 allows the following:

- (a) Roadway improvements participated in by the applicant can be used to alleviate any inadequacy as defined by the Guidelines. This indicates that sufficient information must be provided to demonstrate that there is an inadequacy.
- (b) To be subject to CB-22-2015, the subject property must be in an area for which a road club was established prior to November 16, 1993. In fact, the Brandywine Road Club was included in Council Resolution CR-60-1993, adopted on September 14, 1993, and was developed and in use before that date.

Pursuant to CR-9-2017, the Brandywine Road Club fee for the subject application will be \$1,338 per dwelling unit, to be indexed by the appropriate cost indices to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Pursuant to CB-22-2015, once the appropriate payment is made to the satisfaction of DPIE, no further obligation will be required of the applicant regarding the fulfillment of transportation adequacy requirements of Section 24-124(a).

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The above finding is not applicable because the subject application is a CSP. This requirement will be evaluated at the time of DSP for this project.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject property measures 72.1 acres and does not meet the above acreage requirement. Furthermore, this CSP does not propose development of a mixed-use planned community. Therefore, this requirement is not applicable.

- d. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. The proposed development concept provides a mix of new housing types designed to front on roadways and shared green space. A connected circulation system for vehicles and pedestrians is proposed. In addition, the CSP notes that architecture for residential and commercial buildings will provide a variety of architectural elements to convey the individuality of units, while providing for a cohesive design. Detailed designs of all buildings, site infrastructure, features, and amenities will be further reviewed at the time of DSP.

In addition, the CSP includes development standards, which should be removed from the plan, as these are reviewed and approved at the time of DSP and are not part of a CSP. A condition has been included in this resolution requiring this chart to be removed.

- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). At the time of DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configurations, will be required for development.

8. 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:

The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. As required by Section 25-119(a)(2)(B), a Type 1 Tree Conservation Plan (TCP1-007-2019) was included with the CSP application.

Based on the TCP1 submitted with this application, the site's gross tract area is 72.10 acres, contains 34.00 acres of woodland in the net tract, and has a woodland conservation threshold of 10.82 acres (15 percent). No floodplain is located on-site. The woodland conservation worksheet proposes removal of 32.79 acres in the net tract area, for a woodland conservation requirement of 26.22 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 1.21 acres of woodland preservation on-site, 2.03 acres of reforestation on-site, and 22.98 acres of off-site woodland conservation credits. The forest stand delineation has identified 20 specimen trees on-site. This application originally requested a variance for the removal of 11 specimen trees, but this request was withdrawn. A variance request for the removal of specimen trees will be filed by the applicant as part of a future TCP II when more design information is available.

Currently, the TCP1 illustrates general infrastructure, reforestation areas, specimen trees, proposed clearing, and the required notes, woodland conservation worksheet, and tables. The proposed development is in general conformance with the WCO.

9. Other site-related regulations: Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:

- a. **2010 Prince George's County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets.
- b. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are

required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 72.1 acres in size and the required TCC is 7.20 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP.

10. Further Planning Board Findings and Comments from Other Entities: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation**—The Planning Board reviewed a memorandum dated September 9, 2019 (Stabler to Bossi) which provided the following summarized comments adopted herein by reference:

The subject application contains a documented property, the William T. Robinson House (85A-021), constructed circa 1850 with multiple structures. The CSP indicates that none of the structures are proposed to be retained. The Planning Board finds that a Phase I (Identification) investigation should be conducted to identify archeological sites that may be significant to the understanding of the history of human settlement in Prince George's County.

- (1) Prior to acceptance of the PPS, Phase I archeological investigations, according to the *Guidelines for Archeological Review*, are required on the above-referenced property. Areas within the developing property that have not been extensively disturbed should be surveyed for archeological sites. The applicant shall submit a Phase I Research Plan prior to commencing Phase I work. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is requested prior to approval of the PPS.
- (2) If determined that potentially significant archeological resources exist, prior to Planning Board approval of a PPS, ground disturbance, or approval of any grading permits, the applicant shall provide a plan for:
 - (a) Evaluating the resource at the Phase II level, or
 - (b) Avoiding and preserving the resource in place.
- (3) If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing findings and ensure curation of artifacts at the Maryland Archaeological Conservation Lab prior to any ground disturbance or approval of any grading permits.
- (4) Depending upon the significance of findings (at Phase I, II, or III), the applicant shall provide interpretive signage. The location and wording should be subject to approval by the staff archeologist prior to issuance of any building permits.

Historic preservation requirements will be addressed at the time of future reviews and approvals.

- b. **Community Planning**—The Planning Board reviewed a memorandum dated July 17, 2019 (Greene to Zhang and Bossi) which provided the following summarized comments on the subject application, adopted herein by reference:

Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance, master plan conformance is not required for this application. Conformance to the approved sector plan may be required at the time of PPS.

- c. **Transportation Planning**—The Planning Board reviewed a memorandum dated October 16, 2019 (Burton to Bossi) which provided the following summarized comments on the subject application, adopted herein by reference:

The application analyzed is a CSP of a mixed-use residential and commercial development consisting of apartments, townhouses, and commercial. Based on trip rates from the Guidelines as well as the *Trip Generation Manual, 9th edition* (Institute of Transportation Engineers), this development will be adding 606 (155 in; 451 out) AM peak-hour trips and 682 (429 in; 253 out) PM peak-hour trips.

As referenced in the applicant's April 2019 traffic study, the proposed development will impact several existing and future intersections deemed critical to the development. Some of these intersections will not operate adequately as defined in the Guidelines. However, pursuant to the provisions of CR-7- 2017, this development is eligible to be a part of the Brandywine Road Club, where the applicant can provide monetary contribution in lieu of off-site road improvements. This contribution will be determined at the time of the preliminary plan phase of this development.

The property is in an area where the development policies are governed by the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, and the 2009 *Approved Countywide Master Plan of Transportation*. One of the recommendations from the master plans was the construction of a new arterial road A-55, whose alignment runs in the vicinity of the subject property. Given the location of A-55 as depicted on the approved master plan, the Planning Board concludes that the alignment as shown on the CSP is in substantial conformance with the approved master plan alignment. The site plan shows a connection between the stub end of General Lafayette Boulevard and the proposed A-55. The Planning Board finds this connection to be acceptable.

All other aspects of the site regarding access and layout are deemed to be acceptable. The Planning Board concludes that, pursuant to Section 27-546, the plan conforms to the required findings for approval of a CSP from the standpoint of transportation.

- d. **Subdivision Review**—The Planning Board reviewed a memorandum dated September 12, 2019 (Turnquest to Bossi and Zhang), which provided the following summarized comments adopted herein by reference:

A noise study may be required at the time of acceptance of the PPS to ensure adequate mitigation from the traffic nuisances along the property frontage of master plan right-of-way A-55 for any residential lots and the associated outdoor activity areas. Prior to acceptance, the PPS must reflect the 65 dBA Ldn unmitigated noise contours based on total future traffic along A-55, to assist in the determination of the extent of the noise analysis required.

Circulation through the site, appropriate vehicular connectivity to the abutting property to the south, established through PPS 4-12007 (PGCPB Resolution No. 13-59), and the spatial relationship of the uses to each other and the abutting properties will be further reviewed at the time of PPS.

A 10-foot-wide public utility easement will need to be provided on both sides of any proposed public roads and on either side of a proposed private road at the time of PPS.

The site is currently in Water and Sewer Category 4, and a PPS can be accepted.

- e. **Trails**—The Planning Board reviewed a memorandum dated September 6, 2019 (Shaffer to Burke), which provided following summarized comments on the subject application adopted herein by reference:

Because the site is located partially within the designated Branch Avenue Corridor, it will be subject to Section 24-124.01 (the Adequate Public Pedestrian and Bikeway Facilities) and “The Transportation Review Guidelines, Part 2” at the time of PPS.

Two master plan trails impact the subject site, with a shared-use path recommended along both General Lafayette Boulevard extended and A-55. The adjacent Chaddsford development has the master plan trail constructed along the east side of the road. The trail along A-55 will be completed concurrently with road construction.

The Chaddsford development includes an M-NCPPC trail on Parcel G that ends at the subject site’s southern boundary, as shown on Specific Design Plan SDP-0611. The extension of this trail into the proposed development should be coordinated with the Prince George’s County Department of Parks and Recreation at the time of PPS and DSP.

A trail-related condition has been included in this resolution.

- f. **Environmental Planning**—The Planning Board reviewed a memorandum dated September 11, 2019 (Schneider to Zhang) which provided the following summarized comments on the subject application, adopted herein by reference:

Natural Resources Inventory Plan/Existing Features

A Natural Resources Inventory, NRI-111-2018, was approved on October 19, 2018, and provided with this application. The site contains wetlands, streams, and their associated buffers, which comprise the primary management area (PMA). Ephemeral streams are also located on-site but are not considered regulated environmental features. No floodplain is located on-site. There are specimen trees scattered throughout the property. The TCP1 and CSP show all the required information correctly, in conformance with the NRI.

Specimen Trees

Section 25-122(b)(1)(G) requires that, "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

The site contains 20 specimen trees with the ratings of good (ST-2, 3, 4, 6, 9, 11, 12, 13, 15, 16, 17, 18, and 19), fair (ST-1, 5, 8, 10, 14, and 20), and poor (ST-7). The current design proposes to remove 11 specimen trees throughout the project area.

A full evaluation regarding specimen tree removal should be provided later in the development review process when detailed information is available regarding limits of disturbance.

Preservation of Regulated Environmental Features

The site contains regulated environmental features. According to the TCP1, impacts to the PMA are proposed for a road crossing, utility extensions, and for stormwater management (SWM) outfalls. A statement of justification has been received for the proposed impacts to the PMA and stream buffer. As part of this application, staff performed a site visit to evaluate the existing features of the site. During the Subdivision and Development Review Committee meeting on July 12, 2019, it was determined that possible changes were to occur to the layout, and impacts could not be approved at this time. Impacts to the regulated environmental features will be reviewed for approval during the review of the PPS when more detailed information is available.

Stormwater Management

An SWM Concept Plan (45683-2018-00) and approval letter was submitted with the subject application. Proposed SWM features include grass swales, submerged gravel wetlands, and micro-bioretenment facilities. Comment 8 of the approval letter states, "This concept is for the CSP approval and thus shows approximate facility locations. Applicant to revise concept at preliminary plan or detailed site plan to address...master plan roadway and all environmentally sensitive design elements after CSP approval." The concept approval expires April 3, 2022. Submittal of an approved SWM concept plan and

letter showing the master plan roadway and proposed buildings will be required with the PPS.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board reviewed a memorandum dated September 9, 2019 (Zyla to Bossi) which provided the following summarized comments on the subject application, adopted herein by reference:

Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, the residential portion of this subject property will be subject to mandatory dedication of approximately 9 acres of parkland. The applicant proposes to meet this requirement by providing a mixture of both active and passive on-site private recreational facilities to serve the residents.

Due to the high need for both land and facilities in this park community, the Planning Board has determined that both mandatory dedication of parkland and private on-site recreational facilities are appropriate for the residential portion of this development. The applicant provided conceptual information on the proposed private recreational facilities that will be constructed with the development and available to the residents. At the time of PPS, the applicant should dedicate parkland and provide sufficient private on-site recreational facilities to serve the recreational needs of the residents within this proposed community. The final location and list of recreational amenities will be reviewed at the time of DSP.

The Planning Board finds that the provision of private recreational facilities will be further reviewed and determined at the time of PPS and DSP.

- h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board reviewed a memorandum dated September 3, 2019 (Giles to Zhang and Bossi), adopted herein by reference, in which DPIE stated they have no objection to the approval of CSP-18003 and indicated that they find the alignment of A-55 as shown on the CSP within the defined master-planned roadway layout and the geometrics are consistent with an arterial roadway. The alignment may be modified within the site, subject to the County's approval.

SWM Concept Plan 45683-2018 was approved on April 3, 2019 for the proposed CSP that shows SWM facility locations. The remaining comments will be enforced through DPIE's separate permitting process.

- j. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.

- k. **Prince George's County Health Department**—In a memorandum dated September 12, 2019 (Adepoju to Bossi), adopted herein by reference, the Health Department, Environmental Engineering and Policy Program, provided comments on the subject application, which have been forwarded to the applicant. They recommend pedestrian access to the surrounding community, proximate green space, reduction of impervious surfaces, active recreational facilities, and management of noise, dust, and particulate pollution. These issues will be further examined as the development proceeds through the PPS and DSP processes when more site details are provided.
 - l. **Maryland State Highway Administration (SHA)**— SHA did not offer comments on the subject application.
- 11. As required by Section 27-276(b)(1) of the Zoning Ordinance, if approved with the conditions below, the CSP represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
 - 12. As required by Section 27-276(b)(4), based on the level of design information provided with this CSP, including limits of disturbance shown on the TCP1, regulated environmental features on the subject property are proposed to be preserved or restored to the fullest extent practicable. However, preservation and restoration of regulated environmental features will be further evaluated at the time of PPS and DSP.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 1 Tree Conservation Plan TCP1-007-2019, and further APPROVED Conceptual Site Plan CSP-18003 for the above-described land, subject to the following conditions:

- 1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
 - a. Revise Utility Notes 1 and 2 to provide the correct existing and proposed Water and Sewer designations.
 - b. Revise General Note 7 to reference the Military Installation Overlay Zone and remove reference to the Interim Land Use Control Impact Area.
 - c. Show the alignment of the master plan trails along the subject site's portions of A-55 and General Lafayette Boulevard.
 - d. Provide a phasing plan for development.
 - e. Remove the Development Standards chart from the plan, as these are approved at the time of detailed site plan.

- f. Clearly reflect a potential interparcel connection at a location consistent with the driveway on the western edge of the proposed commercial pad site.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, and Hewlett voting in favor of the motion, and with Commissioners Geraldo and Doerner absent at its regular meeting held on Thursday, November 14, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of November 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:AB:nz