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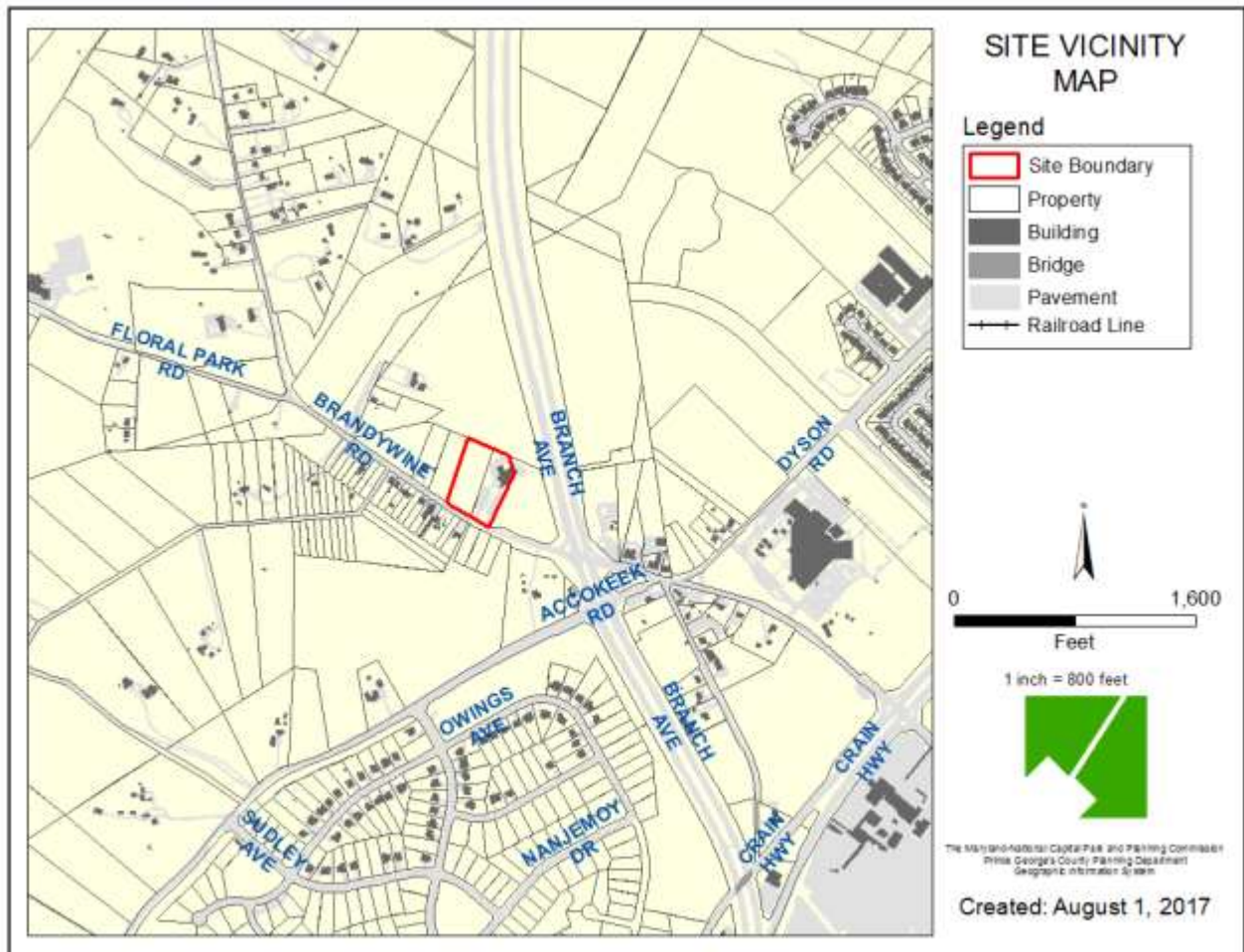
Zoning Map Amendment

A-10042

Application	General Data	
Project Name: Brandywine Waldorf Medical Clinic Location: In the northwest quadrant of the intersection of MD 381 (Brandywine Road) and MD 5 (Branch Avenue). Applicant/Address: Brandywine Waldorf Medical Dental Clinic, Inc. 13600 Brandywine Road Brandywine, MD 20613 Karen Dobson 13518 Brandywine Road Brandywine, MD 20613 Property Owner: Same as applicant	Planning Board Hearing Date:	01/04/18
	Staff Report Date:	12/19/17
	Date Accepted:	10/16/17
	Planning Board Action Limit:	N/A
	Plan Acreage:	2.99
	Zone:	C-O
	Gross Floor Area:	N/A
	Lots:	N/A
	Planning Area:	85A
	Council District:	09
	Election District	11
	Municipality:	N/A
	200-Scale Base Map:	218SE07

Purpose of Application	Notice Dates	
Rezone property from the C-O Zone to the M-X-T Zone.	Informational Mailing	01/10/17
	Acceptance Mailing:	10/06/17
	Sign Posting Deadline:	N/A

Staff Recommendation		Staff Reviewer: Ivy R. Thompson Phone Number: 301-952-4326 E-mail: Ivy.Thompson@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
X			



MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Sherri Conner, Acting Supervisor, Subdivision and Zoning Section
Development Review Division

FROM: Ivy R. Thompson, Senior Planner, Subdivision and Zoning Section
Development Review Division

SUBJECT: **Zoning Map Amendment Application No. A-10042**
Brandywine Waldorf Medical Clinic

REQUEST: **Rezone property from the C-O Zone to the M-X-T Zone.**

RECOMMENDATION: **APPROVAL**

NOTE:

The Planning Board has scheduled this application to be reviewed on the agenda date of January 4, 2018. If the Planning Board decides to hear the application, it will be placed on a future agenda.

Any person may request the Planning Board to schedule a public hearing. The request may be made in writing prior to the agenda date or in person on the agenda date. All requests must specify the reasons for the public hearing. All parties will be notified of the Planning Board's decision.

You are encouraged to become a person of record in this application. The request must be made in writing and addressed to the Prince George's County Office of the Zoning Hearing Examiner, County Administration Building, Room 2184, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

FINDINGS

- A. **Location and Field Inspection:** The subject 2.99-acre site includes two adjoining lots, Parcel 93, addressed as 13518 Brandywine Road, and Part of Parcel 65, addressed as 13600 Brandywine Road. The site is located on the west side of MD 5 (Branch Avenue), in the northwest quadrant of the intersection of MD 381 (Brandywine Road) and MD 5. Parcel 93 is undeveloped, and Parcel 65 is improved with a vacant one-story building, previously used as a medical clinic, with surface parking. Part of Parcel 65 is being acquired by the Maryland State Highway Administration (SHA) for the expansion of MD 5. The subject site is zoned Commercial Office (C-O). Access to Parcels 65 and 93 is via MD 381.
- B. **History:** The properties are known as Parcel 93 and Part of Parcel 65, and are located on Tax Map 144 in Grid F-4. Parcel 93 is approximately 1.08 acres and Part of Parcel 65 is approximately 1.91 acres. Combined, the two parcels are 2.99 acres. Parcel 65, in its entirety, was owned by the Brandywine-Waldorf Medical Dental Clinic, Inc. (BWMDC), and Part of Parcel 65 is being acquired by SHA pursuant to its Quick Take procedures.
- C. **Neighborhood and Surrounding Uses:** In planning, a neighborhood is considered a smaller unit of a community. Communities tend to comprise several neighborhoods. Significant natural features, or major roads, normally define neighborhoods. The following boundaries create the neighborhood for the subject property:

North—	Moore's Road
South—	MD 381 (Brandywine Road)
East—	MD 5 (Branch Avenue)
West—	Floral Park Road/MD 381 (Brandywine Road)

The area surrounding the subject property may be described as predominantly undeveloped and wooded. The subject property is situated in the southern portion of the neighborhood, on the southbound side of the Branch Avenue corridor. Given the perimeter roadways, the property is surrounded by the following uses:

North—	A one-family dwelling and a Hindu temple on a large wooded parcel in the C-O Zone, and Potomac Electric Power Company (PEPCO) power lines and single-family detached developments in the Rural Residential (R-R) Zone. Approximately 1,000 feet to the north is the A-63 (Mattawoman Drive) overpass (currently under construction).
South—	MD 381 (Brandywine Road) with residential single-family detached developments in the Rural Residential (R-R) Zone beyond.
East—	MD 5 (Branch Avenue) with largely undeveloped parcels and property in the Commercial Shopping Center (C-S-C) Zone further east.
West—	Undeveloped land, except for two single-family homes in the C-O Zone along MD 381 (Brandywine Road).

Along the north side of Dyson Road, on the east side of MD 5, are several well-established commercial/retail uses on small lots.

- D. **Request:** The applicant is requesting to rezone Parcel 93 and Part of Parcel 65 from the C-O Zone to the Mixed Use–Transportation Oriented (M-X-T) Zone, to facilitate a mix of development consisting of offices, residential, commercial, and retail uses. The applicant’s statement of justification does not proffer how the property will be developed; as such, the traffic impact study (TIS) evaluation was completed with the highest traffic generators at 15,000 square feet of general office and 20,000 square feet of retail. Once the requested zoning is approved, the property owner is entitled to propose the maximum density permitted by the Prince George’s County Zoning Ordinance in the M-X-T Zone.

E. **General Plan and Master Plan Recommendations:**

General Plan

The subject properties are located within the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035) designated Established Communities policy area. Plan Prince George’s 2035 defines Established Communities as “existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers.” Plan Prince George’s 2035’s vision for Established Communities is “context-sensitive infill and low- to medium-density development...” (page 20). The Brandywine Local Center is nearby.

Master Plan

The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (County Council Resolution CR-80-2013) (Subregion 5 Master Plan and SMA) recommends future commercial land use on the subject property. Commercial land use is defined as a “...retail and business area, including employment such as office and service uses” (page 31). The subject property is in the surrounding area of the Brandywine Community Center.

F. **Zoning Requirements:**

Section 27-213(a) Criteria for approval of the M-X-T Zone.

- (1) **The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:**

- (A) **Criterion 1. The entire tract is located within the vicinity of either:**

- (i) **A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or**
- (ii) **A major transit stops or station (reasonably expected to be in place within the foreseeable future).**

In consideration of the requirements for granting the M-X-T Zone, it is found that the location does meet the criteria in Section 27-213(a)(1)(A) of the Zoning Ordinance. The site is adjacent to a major intersection or interchange (that being the intersection or

interchange of two roadways of arterial or higher classification). It is not within the vicinity of a major transit stop or station.

The subject property is located in the vicinity of MD 5 and the new interchange, currently under construction at MD 5 and A-63 (Brandywine Road Relocated/Mattawoman Drive). A portion of this site was recently acquired by SHA for the construction of the west service road for the new interchange (SHA project PG175_51). The west service road runs adjacent to the subject property and connects with the terminus of the overpass for A-63. A direct future bicycle/pedestrian connection from the subject property to A-63 supports the purposes of the M-X-T Zone: to create “compact, walkable, mixed-use communities.” The community spans both sides of MD 5.

Plan Prince George’s 2035’s Land Use Policy 7 (page 114) states “limit future mixed-use land uses outside of the Regional Transit Districts and Local Centers.” Brandywine Community Center is a designated “Local Center,” and the subject property is in its surrounding area. This request for a mixed-use zone is supportive of the infrastructure investment reflected in the pedestrian/bicycle access on the newly constructed overpass, leading to a recommended transit stop. Therefore, mixed-use development at this location would not substantially impair the planning objectives of Plan Prince George’s 2035.

(B) Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.

The Future Land Use map designates the subject property for commercial land use, suggesting that the master plan envisions that future development at this location will be nonresidential. Reclassifying the subject property from the C-O Zone to the M-X-T Zone would allow the same commercial development as the C-O Zone, with the addition of industrial, institutional, and residential land uses. The applicant will need to propose at least two of these uses if granted the M-X-T Zone. Section 27-542(a)(2) of the Zoning Ordinance describes mixed-use as “walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses.” Therefore, the applicant asserts this criterion is also satisfied.

(2) Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master plan, or Functional Master plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.

The master plan recommends mixed-use development in the Brandywine Community Center, in large measure due to the recommendation of a future transit stop or station. The subject property is similarly located near a future transit stop recommended in the master plan. Based on the master plan’s recommendation of commercial land use, and the proximity of the subject property to the recommended transit stop with anticipated non-vehicular access, the requested mixed-use zone would not substantially impair implementation of the master plan recommendations. Reclassifying the subject properties will not substantially impair the integrity of the General Plan and master plan, and is in keeping with the purposes of the M-X-T Zone.

(3) Adequate transportation facilities.

- (A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, will be funded by a specific public facilities financing and implementation program established for the area, or provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**

The applicant provided a September 2017 TIS as part of the application documentation. The purpose of the TIS was to identify and evaluate the critical intersections in order to determine the impact of the proposed zone changes on the performance of these intersections.

In consideration of the requirements for granting the M-X-T Zone, it is found that the location does meet the criteria in Section 27-213(a)(1)(A) of the Zoning Ordinance. The site is adjacent to a major intersection or interchange (that being the intersection or interchange of two roadways of arterial or higher classification). It is not within the vicinity of a major transit stop or station.

Traffic Study Analyses

The study identified the intersections below as the ones on which the proposed development would have the most impact. It is worth noting that no analyses were done under existing conditions. The reason for this is that the interchange covering the intersections of MD 5, MD 381, and MD 373 (Accokeek Road) is currently under construction. For the most part, the proposed intersections that will be deemed critical do not currently exist.

The TIS identified four background developments whose impact would affect some or all of the study intersections. It also applied a growth rate of one percent to the existing traffic counts at the subject transportation corridors. The analysis revealed the following results:

Background Traffic		
Intersection	AM-LOS/Delay	PM-LOS/Delay
MD 373 @ Service Road/SB MD 5 On Ramp	v/c <= 0.85	v/c <= 0.85
Service Road @ Brandywine Road	A/389	A/711
Service Road @ SB MD 5 Off Ramp	A/638	A/762
Service Road @ NB MD 5 On Ramp/Park-n-Ride	A/583	A/721
Service Road/Brandywine Road @ NB MD 5 Off Ramp	A/499	A/591
Brandywine Road @ Site Access *	< 50 seconds	< 50 seconds
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.		

Using trip generation rates from the Institute of Transportation Engineer's *Trip Generation Manual*, the study has determined that the proposed development, based on 15,000 square feet of office and 20,000 square feet of retail, would generate 59 AM and 130 PM peak hour trips. Based on these projections, an analysis of total traffic conditions was done, and the following results were determined:

Total Traffic		
Intersection	AM-LOS/Delay	PM-LOS/Delay
MD 373 @ Service Road/SB MD 5 On Ramp	v/c <= 0.85	v/c <= 0.85
Service Road @ Brandywine Road	A/389	A/711
Service Road @ SB MD 5 Off Ramp	A/656	A/765
Service Road @ NB MD 5 On Ramp/Park-n-Ride	A/597	A/756
Service Road/Brandywine Road @ NB MD 5 Off Ramp	A/516	A/612
Brandywine Road @ Site Access *	< 50 seconds	< 50 seconds
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.		

The preceding results revealed that all of the study intersections would operate adequately.

G. Conformance with the Purposes of the Zone:

Section 27-542(a) Purposes of the M-X-T Zone

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The subject property is within the vicinity of a major interchange or intersection. It is located at the MD 5/MD 381/MD 373 interchange, and the plan recommends a transit stop within one-quarter mile of the site. The site is less than one-half mile or more from the MD 5/A 63 planned overpass and the MD 5/MD 381 intersection, and in the vicinity for future bus rapid transit. The site is in the surrounding area of the Brandywine Community Center, which is designated as a Local Center. Development of the subject property, with the M-X-T zoning applied, provides a greater opportunity to develop and redevelop the property. Higher density development enhances the economic status of the County by providing an expanded source of living/residential opportunities integrated with locations for retail and/or employment uses.

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

The subject property is within the surrounding area of the Brandywine Community Center. The proposed zoning could implement recommendations of Plan Prince George's 2035 and the master plan to facilitate walkable communities close to transit.

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

Mixed-use development at this location would maximize development potential close to a large transportation infrastructure project. As a mixed-use development, the subject property can leverage public investment in the proposed transit station and attract private development and investment. The subject property's location, in the vicinity of a major interchange (a major transportation facility), allows for greater density of land use. Concentration of land use intensity allows for a more efficient use of all public facilities.

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

Rezoning to the M-X-T Zone would concentrate services and/or populations near transit/transportation infrastructure, thus reducing the distances travelled by automobile, and encouraging future transit use via the pedestrian and bicycle features being constructed by SHA from the subject property, across MD 5.

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

Presently, there is insufficient daytime, residential, or employment activity near the subject properties to support or encourage a 24-hour environment. However, at the conclusion of the interchange construction, as a mixed-use development, the subject property would facilitate and encourage a 24-hour environment to ensure continuing functioning of the project after workday hours, through a maximum of activity and interaction between the uses for those who live, work in, or visit the area.

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

No official application has been submitted. However, the M-X-T Zone offers greater flexibility than the C-O Zone to achieve an appropriate horizontal or vertical mix of land uses. The presumption is that the zone is in an urban or urbanizing area, and that the development would become part of the urban fabric which is occurring in this area.

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

This purpose of the M-X-T Zone addresses urban design features of development. At this rezoning stage, it is premature to evaluate the urban design features.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The flexibility of uses allowed in the M-X-T Zone, by constructing at least two uses on the same property, can encourage shared economies of scale including shared parking, common areas, access, and stormwater management at this site.

- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**

The flexibility of uses permitted by the M-X-T Zone is conducive to the market and will be more effective at promoting economic vitality and investment, at a location where development should be encouraged due to the recent infrastructure improvements.

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

At this time, there are no architectural elevations or urban design features to be evaluated. However, the visual character and identity of the project will be an element of the architecture of the buildings, entrance features, and landscape plantings. The orientation of the buildings will be in relationship with the adjacent developments and pedestrian systems, which will be important aspects of the final design. The architecture, street furniture, landscape treatment, signage, and other elements will be coordinated to give the development a distinctive visual character. These will be further analyzed during the future site plan review processes.

H. **Referrals:**

1. **Subdivision**—The approval of a new preliminary plan of subdivision (PPS) will be required prior to the approval of a detailed site plan (DSP) application, in order to create the desired lotting pattern and to test for adequate public facilities requirements for the proposed mix of uses.
2. **Environmental**—The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 and February 1, 2012. The requested change in zoning will not result in a change to the woodland conservation threshold, which is current. All future applications will require a tree conservation plan, covering the entire land area included in the application, in accordance with the current regulations. A natural resources inventory (NRI) is not required as part of a zoning amendment application. An NRI is necessary to have an acute assessment of the existing conditions of the site, and to confirm the review of presence or absence of regulated environmental features. All future applications will require an approved full NRI covering the entire land area included in the application, approved under the current regulations.

According to available mapping information, no Marlboro clay or Christiana complexes are mapped on-site. A review of available mapping information indicates that the subject area is not within a Sensitive Species Project Review Area and does not contain potential

forest interior dwelling species habitat. The site is located within the Piscataway Creek watershed of the Potomac River basin.

Plan Prince George's 2035 Approved General Plan: The site is located within Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan Prince George's 2035.

Master Plan Conformance

The Subregion 5 Master Plan and SMA is the current master plan for this area. This master plan included environmentally-related policies and their respective strategies in the Environmental Infrastructure section.

Policy 1: Implement the master plan's desired development pattern while protection sensitive environmental features and meeting the full intent of environmental policies and regulations.

When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 1 at this site.

Policy 2: Ensure that new development incorporates open spaces, environmental design, and mitigation activities.

When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 2 at this site.

Policy 3: Protect, preserve, and enhance the identified green infrastructure network within Subregion 5.

The entire site is found within the Evaluation Area of the 2017 *Approved Countywide Green Infrastructure Plan* (Countywide Green Infrastructure Plan) network area. No change to the existing development is proposed at this time.

Policy 4: Encourage the restoration and enhancement of water quality in degraded areas and the preservation of water quality in areas not degraded.

When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 4 at this site.

Policy 5: Protect and restore groundwater recharge areas such as wetlands and the headwater areas of streams.

When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 5 at this site.

Policy 6 Ensure that, to the extent that is possible, land use policies support the protection of the Mattawoman Creek.

This site drains to Piscataway Creek.

Policy 7: Conserve as much land as possible in the Rural Tier portion of the watershed as natural resource land (forest, mineral, and agriculture).

This site is not in the Rural Tier.

Policy 8: 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.

When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 8 at this site.

Policy 9: Enhance the county's Critical Area protection program in response to local, regional, and statewide initiatives and legislative changes.

This site is not in, or near, the Chesapeake Bay Critical Area.

Policy 10: Reduce air pollution through transportation demand management projects and programs.

Policy 11: Promote "climate friendly" development patterns through planning processes and land use decisions.

Policy 12: Increase awareness of the sources of air pollution and greenhouse gas emissions.

Policy 13: Encourage the use of green building techniques that reduce resource and energy consumption.

Information regarding the use of green building techniques and the use of alternative energy will be evaluated with future applications.

Policy 14: Ensure that excessive noise producing uses are not located near uses that are particularly sensitive to noise intrusion.

Branch Avenue (MD 5) is near the property and is a 2009 *Approved Master Plan of Transportation* (MPOT) designated freeway roadway that is regulated for noise, with respect to proposed residential development. A noise study may be required with future applications.

Conformance with the Green Infrastructure Plan

The entire site is within an evaluation area, in accordance with the Countywide Green Infrastructure Plan. Currently, this area is partially wooded (Parcel 93), while Parcel 65 is currently developed with no woodland. No change to the existing development is proposed at this time.

3. **Transportation**—The property is located in an area where the development policies are governed by the Subregion 5 Master Plan and SMA. Among the recommendations from the master plan were the upgrade of the intersections of MD 5, MD 381, and MD 373 to a

consolidated interchange. That interchange is currently under construction. The second recommendation was the upgrade of MD 381 to a collector (C-513). The property fronts on MD 381, and some right-of-way dedication may be required at a later phase of the subdivision process.

4. **Trails**—One master plan trails issue that impacts the subject site is identified in the area master plan and the MPOT. The master plan recommends that a dual-route bicycle facility be provided along MD 381, including the frontage of the subject site. The master plan includes the following text regarding these types of facilities:

On-Road Dual-Route Bicycle Facilities

Dual routes are roads that contain an off-road bicycle and pedestrian facility, and an on-road bicycle facility. An appropriate on-road component of a dual-route facility would be a shared use roadway, where the bicyclist shares the road with vehicles, or a painted bike lane. Even a wide, outside curb lane or a paved road shoulder can be used by bicyclists. Off-road components of a dual-route facility would be either a side-path or wide sidewalk that could be used by bicyclists, equestrians and pedestrians. Dual routes are planned along most of the major roadways where four or more travel lanes are proposed.

Brandywine Road (MD 381) is recommended as a dual route for its entire length within Subregion 5. The dual route will involve a side path (or wide sidewalk along the site's frontage), plus appropriate on-road accommodations, which may end up comprising dedicated bicycle lanes, wide outside curb lanes, or a paved shoulder. Recommendations regarding right-of-way dedication and frontage improvements will be made at the time of PPS or DSP.

The MPOT also includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets section includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Sidewalk access is also appropriate from the public right-of-way to the building entrance and associated parking lot. Sidewalk connections will be evaluated at the time of PPS or DSP. Consistent with these policies, at the time of PPS and/or DSP, the following sidewalk connections and trail connections will be evaluated:

- A dual bikeway along MD 381 should be shown on the future site plan/PPS. This will include a side path or wide sidewalk and on-road bicycle accommodations to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

- Sidewalk access from the proposed building to the associated parking and to the public right-of-way; and
- If a PPS is required, the site will be subject to Section 24-124.01 of the Subdivision Regulations.

There are no master plan trails recommendations. Master plan trails and internal sidewalk access will be evaluated at the time of PPS and DSP.

5. **Research Section**—The applicant states, as part of their justification in the last paragraph on page 16, that, “As a C-O zoned property, the subject property is presently undevelopable. There simply is no demand for office development in this area.” After a review of current commercial activity in the area, staff does not concur with the applicant’s assessment of the commercial office space market. Within a three-mile radius of the subject property, office development and net absorption (net absorption is the amount of space occupied at the end of a period minus the amount occupied at the beginning of that period, that is, the space vacated during the period) have been on the rise. Below is a table for total net absorption of commercial office space within three miles of the subject property, compared to the entire County for the last two years.

Net Absorption of Commercial Office Space Comparison			
	3-Miles Subject Property Total Net Absorption	County Total Net Absorption	3-Miles Subject Property Share of Total Net Absorption
2017 YTD	70,589	195,277	36.1 percent
2016	30,895	246,809	12.5 percent

Source: CSCoStar, data run 11/21/2017

As noted in the table above, absorption of commercial office space within a three-mile radius of the subject property has been significant in the last two years. For 2017 year-to-date, the immediate area surrounding the property accounted 36.1 percent of all the commercial office space absorbed in the County to date. It should also be noted that the commercial office vacancy rate in the three-mile radius currently stands at 12.0 percent, which is 2.8 percent less than the County at 14.8 percent.

Commercial office space deliveries further illustrate the strength of the commercial office market in the surrounding area of the subject property. For 2017 year-to-date, deliveries of new commercial office space totaled 60,840 square feet of space and all of it was delivered within a three-mile radius of the subject property. In 2016, a total of 72,508 square feet of new commercial office space was delivered in the County, with 67,325 square feet delivered within three miles of the subject property, accounting for 92.9 percent of the County’s total deliveries. Clearly, as indicated by the last two year’s activity, there is strong demand for commercial office space in the immediate area of the subject property.

Furthermore, the C-O Zone offers additional flexibility from a use perspective. Other uses allowed in the C-O Zone include restaurants, banks, hotels, data processing, barber shops, artist/photography studios, and catering establishments.

6. **Historic Preservation**—The T.B. Schoolhouse does not appear on the 1861 Martenet Map, but does appear on the 1878 Hopkins Map in the vicinity of Parcel 93. A January 3, 1873 article in the Port Tobacco Times describes a trip on the recently completed Baltimore and Potomac Railroad. The village of Tee Bee is described as follows: “Not far from Brandywine, and in convenient distance of the Road, is the village of Tee Bee, where a flourishing business has, of late years, been done, which will be greatly increased, no doubt, by the facilities offered by rail. There are at Tee Bee two good stores, two Blacksmith and Wheelwright shops and a hotel, with a schoolhouse near the village.” So, it is likely that the T.B. School was opened sometime in the early 1870s. The T.B. School was closed in the 1910s. The one-acre T.B. School property was sold by the Board of Education of Prince George’s County to Grace E. Boswell on September 1, 1916 (Liber 116 Folio 463). The one-acre tract was probably inherited by Aileen Boswell Carlson from her parents, Grace E. and William E. Boswell. Aileen B. and Fred W. Carlson sold the former school lot to Arthur F. Furman in 1965. Dr. Richard H. Dobson acquired several tracts of land on the west side of MD 5 from Arthur F. Furman in 1974.

No buildings appear on Parcel 93 in the 1938 aerial photograph, but a short driveway can be seen extending north of MD 381. It appears from aerial photographs that the school site has remained vacant and wooded since its abandonment in 1916. Very few school sites have been the subject of an archeological investigation. There are no Prince George’s County historic sites or resources on or adjacent to the subject property. At the time of subdivision, a Phase I archeological survey may be requested on Parcel 93, the former site of the T.B. School, which was in operation from the early 1870s until the 1910s. This proposal will not impact any historic sites, historic resources, or known archeological sites.

7. **Special Projects Section**—The request to rezone the subject site will have no impact on public facilities.
8. **Maryland State Highway Administration (SHA), Prince George’s County Department of Public Works and Transportation (DPW&T)**—As of the writing of this report, SHA and DPW&T did not provide any comments.
9. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE has no objection to the proposed rezoning.
10. **Prince George’s County Health Department**—No recommendation regarding the rezoning of the property.
11. **Prince George’s County Department of Parks and Recreation (DPR)**—Should the subject property be rezoned to M-X-T, and the proposed development include residential dwellings, the application would be subject to the mandatory dedication of parkland requirement. The level of service analyses shows that the surrounding community (Planning Area 85A, Community SE) is in need of parkland acreage and outdoor recreational facilities.

The Land Preservation and Recreation Program for Prince George’s County, and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* establish objectives related to the provision of public parkland. They indicate that a minimum of 15 acres be designated for developed parks, per

1,000 population total, and 20 acres for natural areas. Any proposed residential component of this M-X-T development would be analyzed to determine an estimated acreage of parkland appropriate for the proposed development.

According to Section 24-134 of the Subdivision Regulations, the subject development may be subject to parkland dedication, provision of recreational facilities, fee-in-lieu, or a combination thereof. Therefore, at the time of conceptual site plan (CSP) and PPS approval, the applicant should demonstrate that the provision of parkland dedication, private and public recreational facilities, and/or fees would meet the recreational needs of the new residents. It is further recommended that, at the time of CSP and/or PPS review, the applicant and the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreational facilities, fees, or donations to meet the future needs of the residents of the proposed community.

CONCLUSION

The subject property is located within the Established Communities growth policy area designated in Plan Prince George's 2035, which envisions sensitive infill and low- to medium-density development. The requested M-X-T Zone permits similar land uses as those recommended in the 2013 Subregion 5 Master Plan and SMA. At this location, development of the subject property with the M-X-T Zone designation would not substantially impair the master plan recommendation for future commercial land use because three of the four land use types that define mixed-use are suitable in areas where commercial land use is recommended, and would be generally in character and in context with the recommended land uses.

However, the development of these uses should require that close attention be paid to architecture, landscape buffering, and screening at later stages of development review. Also, close attention will need to be paid to ensure that the development becomes a truly integrated mixed-use community to better connect the residential and commercial areas. In order to provide flexibility and facilitate development, the M-X-T Zone is appropriate for the subject property. Staff therefore recommends APPROVAL of the M-X-T Zone designation.