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Detailed Site Plan

Departure from Design Standards

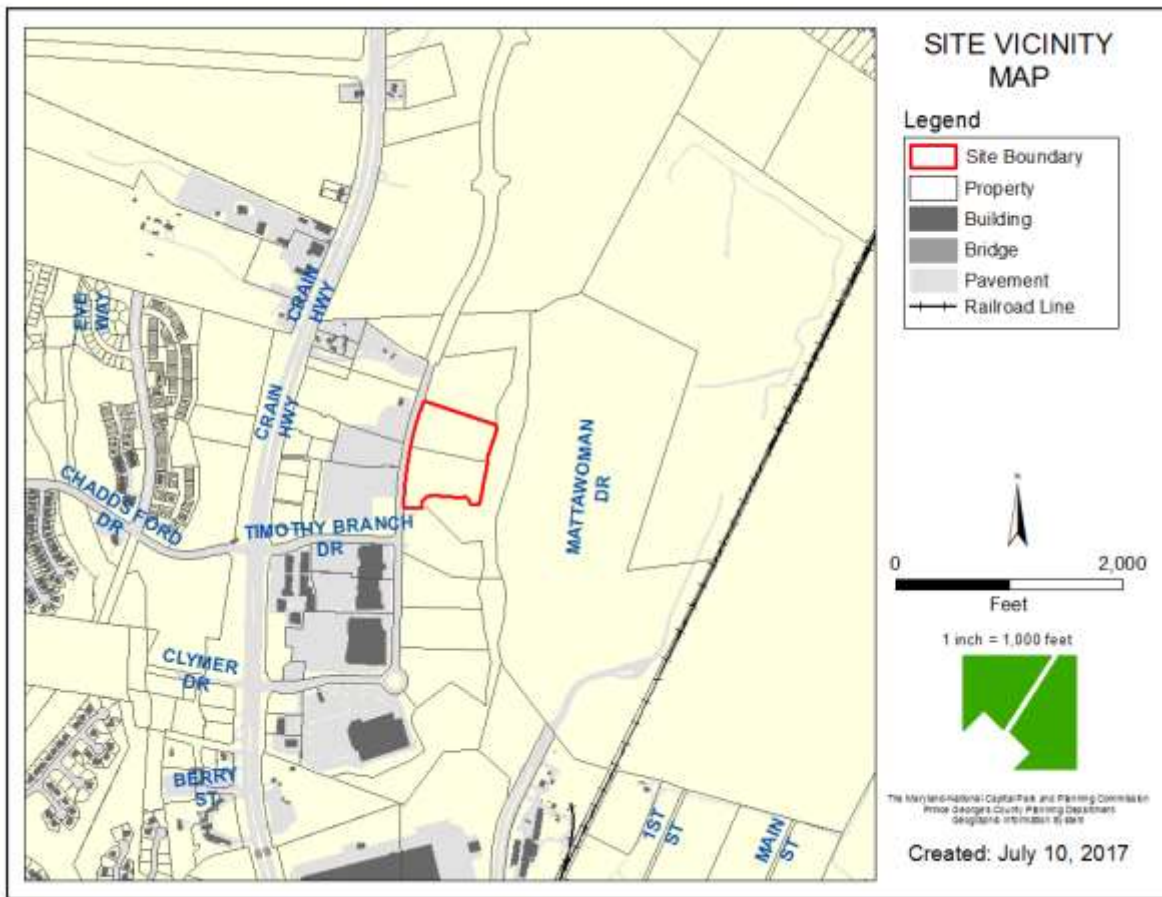
Alternative Compliance

DSP-17011
DDS-642
AC-17023

Application	General Data	
Project Name: Matapeake, Parcels 1, 2 (previously 8 & 9) and A Location: On the east side of Matapeake Business Drive, one-quarter mile east of the intersection of Timothy Branch Drive and Robert Crain Highway (US 301) Applicant/Address: Fairfield Building Co. 3826 Parkway Drive Copley, Ohio 44321	Planning Board Hearing Date:	03/01/18
	Staff Report Date:	02/16/18
	Date Accepted:	12/11/17
	Planning Board Action Limit:	03/05/18
	Mandatory Action Timeframe:	70 days
	Plan Acreage:	12.38
	Zone:	M-X-T
	Dwelling Units:	312
	Gross Floor Area:	N/A
	Planning Area:	85A
	Council District:	09
	Election District	11
	Municipality:	N/A
	200-Scale Base Map:	220SE07

Purpose of Application	Notice Dates	
A detailed site plan (DSP) for 312 multifamily dwelling units. A Departure from Design Standards (DDS) from Section 27-558(a) of the Zoning Ordinance. Alternative Compliance from the requirements of Sections 4.3(c)(2) and 4.6(c)(1)(B) of the 2010 <i>Prince George's County Landscape Manual</i> .	Informational Mailing:	08/17/17
	Acceptance Mailing:	11/07/17
	Sign Posting Deadline:	02/06/18

Staff Recommendation		Staff Reviewer: Henry Zhang, AICP, LEED, AP Phone Number: 301-952-4151 E-mail: Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17011
Type 2 Tree Conservation Plan TCP2-133-91-12
Departure from Design Standards DDS-642
Alternative Compliance AC-17023
Matapeake Parcels 1, 2 (previously Parcels 8 & 9) and A

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This detailed site plan (DSP) application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Mixed Use–Transportation Oriented (M-X-T) Zone and the site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-16003;
- c. The requirements of Preliminary Plan of Subdivision 4-16013;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments.

FINDINGS

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

- 1. **Request:** The subject application proposes a Detailed Site Plan (DSP) for 312 multifamily units on Parcels 1, 2 (previously Parcels 8 & 9) and A.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use*	Vacant	Multifamily residential
Gross Acreage	12.38	12.38
Floodplain	0.07	0.07
Net Acreage	12.31	12.31
Total Gross Floor Area (GFA)	0	356,160
Total Dwelling Units	0	312
One-bedroom Units	0	120
Two-bedroom Units	0	144
Three-bedroom Units	0	48

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

Base Density Allowed	0.40 FAR
Residential	1.00 FAR
Total FAR Permitted:	1.40 FAR
Total FAR Proposed:	0.67 FAR

Note: *This DSP covers the residential part of a mixed-use development consisting of residential and commercial uses that was approved under Conceptual Site Plan CSP-16003.

Parking and Loading Data

	Provided
Total Number of Parking Spaces	569 (includes 24 garage spaces)
Handicapped Spaces	12
Standard parking space size*	18' x 9'
Total Number of Loading Space	2
Loading space size	12' x 33'

Note: *A Departure from Design Standards DDS-642 has been requested. See Finding 7 below for discussion.

3. **Location:** The subject property is located on the east side of Matapeake Business Drive, one-quarter mile east of the intersection of Timothy Branch Drive and US 301 (Robert Crain Highway), in Planning Area 85A, Council District 9. More specifically, the property is located at 7651 Matapeake Business Drive in Brandywine, Maryland.
4. **Surrounding Uses:** The subject property is bounded to the north by the vacant Parcel 12, within the Brandywine 301 Industrial Park, in the M-X-T Zone; to the east by Outlot C, within the Brandywine 301 Industrial Park, in the M-X-T Zone; to the south by Parcel 7, also within the Brandywine 301 Industrial Park, that is developed with a commercial office building in the M-X-T Zone; and to the west by the public right-of-way of Matapeake Business Drive and a commercial establishment, known as the Brandywine Crossing shopping center, in the C-S-C Zone.

5. **Previous Approvals:** In 1978, the Brandywine-Mattawoman Sectional Map Amendment rezoned (CR-106-1978) the entire Brandywine 301 Industrial Park property from the R-R (Rural Residential) Zone to the E-I-A (Employment and Institutional Area) Zone. The property was later rezoned in 1985 through Zoning Map Amendment A-9502-C from the E-I-A Zone to the I-1 and I-3 Zones. On July 18, 1991, the Planning Board approved a Conceptual Site Plan CSP-91012 and Preliminary Plan of Subdivision (PPS) 4-91030, which included the subject property, for 19 lots and 3 parcels (170.5 acres) for 1,638,920 square feet of industrial development.

The 1993 *Approved Subregion V Master Plan and Sectional Map Amendment* retained (CR-61-2006) the property in the I-1 and I-3 zoning categories. PPS 4-97124 was approved by the Planning Board on March 26, 1998, for 19 parcels (166.18 acres) and 1,638,920 square feet of industrial development. The subject property was platted in accordance with PPS 4-97124 and recorded in the Land Records of Prince George's County in Plat Books 203-50 and 198-51 for Parcels 8 and 9, respectively.

On July 24, 2013, the District Council adopted County Council Resolutions CR-80-2013 and CR-81-2013 approving the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (SMA), which included the rezoning of the subject parcels (SMA Nos 12, 14) from the I-1 (Light Industrial) Zone to the M-X-T (Mixed-Use) Zone.

A new Conceptual Site Plan CSP-16003 was approved on July 13, 2017 by the Planning Board (PGCPB Resolution No. 17-109), with three conditions, for a mixed-used development consisting of an existing commercial flex building located on adjacent Parcel 7 and 300–325 multifamily units located on existing Parcels 8 and 9.

Preliminary Plan of Subdivision 4-16013, which governs the subject property, was approved by the Planning Board on July 20, 2017 (PGCPB Resolution No. 17-113) for residential development on two parcels, subject to 20 conditions.

The site also has an approved Stormwater Management Concept Plan No. (12704-2017-00), dated October 13, 2017, which is valid through October 13, 2020.

6. **Design Features:** This DSP covers the residential portion of a mixed-use development approved under CSP-16003. The site consists of three parcels and is in a generally rectangular shape with the long sides fronting on Matapeake Business Drive to the west and environmental features to the east. The DSP proposes one vehicular access off Matapeake Business Drive with entry features and a primary identification sign on both sides of the entrance. The entrance driveway is a divided roadway with a median and a 24-foot-wide driving lane for each direction.

Architecture: There are eight multifamily buildings shown on the site plan with three fronting on Matapeake Business Drive, three in the middle of the site, perpendicular to Matapeake Business Drive, and another two in the rear of the site located parallel to Matapeake Business Drive. Of the three buildings in the middle of the site, two buildings surround a proposed clubhouse building, which terminates the entrance driveway creating a place with a unique identity. An outdoor swimming pool is located behind the clubhouse with a centrally located village green in a formal composition further behind the swimming pool. Surface parking lots are proposed on four sides of the clubhouse compound and along the internal drives. Sidewalks are proposed on both sides of all roadways. In addition, three small garages, with square footage varying from 1,936 to 2,420, are also shown on the site plans. The entire site will be fenced with wrought-iron and aluminum fences with a guardhouse at the main entrance gate.

The eight buildings are three-story walk-ups and are designed in three distinctive floor plan modules with different combinations in each building stick. Each module is connected with a recessed section that creates an attractive elevation with clear vertical divisions. The building has a gable roof with cross-gables for each entrance tower that creates a landmark feature for the module. Each building elevation shows a clear three-part composition with a split-face masonry base, a combination of brick and vinyl middle section and an asphalt-shingled gable roof. Various architectural articulation, such as trim, brick arches, wide soffits, paneled windows, and balconies, is employed throughout the elevations. Some of the cross-gables are also pedimented with faux widows and louvers. The clubhouse is designed in a similar way, but with a multiple-layer hip roof and topped, in the middle of the elevation, with a metal cupola. The front clubhouse elevation becomes the foci of the view from the main entrance off Matapeake Business Drive. The three garages are designed in a similar way to the other buildings, but with only vinyl siding. At a minimum, a masonry water table should be provided on each garage to create some visual connection between the garages and the residential buildings. A condition has been included in the Recommendation section of this report.

Signage and Lighting: An entrance sign has been included with this DSP that is designed to be part of the entrance feature with logo and text of “Union Park at Brandywine” on both sides of the entrance off Matapeake Business Drive. The entrance feature is composed of a brick base and brick columns that is consistent with the main building in terms of design, material and color. The entrance signage is also integrated with the fencing system that surrounds the entire property. The entrance features, including the signage, are attractive. The sign face area is about 40 square feet for each panel, for a total of 80 square feet for both panels. Wall lights and pole lights are included with this DSP. The lighting fixtures are Dark Sky- compliance products and are acceptable.

Recreational Facilities: A comprehensive recreational facility and amenity package has been included with this application. The facilities and amenities proposed include the following:

- a. Fitness and Cardio Center (1,150 square feet (SF))
 - (1) Professional Quality Cardio Equipment with Individual TV Monitors
 - (2) Dumbbell Free Weight Area
 - (3) Machine Weight Training Area
 - (4) Personal Training and Yoga Area
- b. Kids Activity Center (200 SF)
 - (1) Highly Visible, safe for Entertainment and Learning
- c. Clubhouse and Entertainment Area (740 SF)
 - (1) Lounge Area
 - (2) Beverage Kitchen
- d. Internet Café and Espresso Bar (303 SF)
 - (1) Wi-Fi Multi-Station Work Area
 - (2) Relaxed Meeting Setting
 - (3) Serve Yourself Commercial Coffee and Espresso
- e. Resort Style Pool
 - (1) Entertaining Cabana
 - (2) Grilling Area
 - (3) Pool Fountain
 - (4) Furnished Pool Deck

- f. Pet Salon
 - (1) Professional Washing and Drying Area
- g. Central Union Park
 - (1) Lawn Areas with Park Benches
 - (2) Outdoor Seating areas in a Wi-Fi Plaza, with Grills

In accordance with the current formula for calculating the dollar amount of the recreational facility obligation of the M-NCPPC Department of Parks and Recreation (DPR), for a 312-dwelling unit multifamily development, a total of \$354,380 worth of facilities is required. The applicant estimates the dollar amount of the above facilities and amenities, including the clubhouse building around \$984,880, which is much more than the amount required.

Green Building and Sustainable Site Development Techniques: This DSP also includes a green building package that will be employed in order to achieve effective usage of energy, water and other resources, protection of occupant health and reduction of waste, pollution and environmental degradation. Specifically, the proposed green building and sustainable site development techniques include the following:

Building-Level

- a. Energy Performance—Compliance with energy performance standards of the International Building Code.
- b. Energy Efficient Equipment—Installation of energy efficient HVAC units, Energy-Star appliances.
- c. Energy Efficient Lighting—LED lighting generally provided.
- d. Energy Efficient Windows—Double glazed insulated windows (low E) provided.
- e. Energy Education—Information on renewable energy sources and energy saving practices available to residents through programs provided by utility company.
- f. Alternative Transportation—Bicycle racks provided adjacent to residential buildings.
- g. Recycling—Household recycling available to residents, promoted through management.
- h. Resource Efficiency—Structural design and framing techniques reduce material use and construction waste.
- i. Heat Island Mitigation—Landscaping provided for partial shading of hardscaping.
- j. Light Pollution Reduction—Outdoor fixture selection, quantity and placement reduce overall outdoor illumination.

Site-Level

- a. Stormwater Design Quantity and Quality Control—The plan includes stormwater management systems compliant with County regulations that meet or exceed recognized sustainable design criteria.
- b. Water Efficient Landscaping—The project includes native species for landscaping, and uses drought tolerant plantings.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. **The requirements of the Zoning Ordinance:** The subject DSP 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, which governs uses in all Mixed-Use Zones. The proposed multifamily residential use is a permitted use in the M-X-T Zone.
- b. 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 Planning Board to approve a DSP in the M-X-T Zone as follows:

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

The purposes of the M-X-T Zone as stated in Section 27-542 are as follows:

Section 27-542. - Purposes.

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**
- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**
- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**
- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**
- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**
- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**
- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**
- (10) **To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The proposed development is in conformance with this requirement and serves several 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 transit centers and designated General Plan Centers. The Brandywine Center is a designated Local Center of Brandywine in the General Plan and in the Subregion 5 Master Plan. The adjacent Brandywine Crossing Shopping Center has been developed into a major regional shopping destination, but does not have a residential component that is greatly needed to create a true mixed-use, walkable community with a 24-hour environment. This DSP proposes a residential component within easy walking distance to the existing commercial center of Brandywine that implements the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan and SMA), reduces automobile use by locating a mix of residential and nonresidential uses in proximity to one another, encourages a 24-hour environment, and creates functional relationships among individual uses with a distinctive visual character and identity.

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

As stated above, the 2013 Approved Subregion 5 Master Plan and SMA rezoned the subject property to the M-X-T Zone. The subject property is located within the core of the Brandywine Community Center. The Subregion 5 master plan recommends mixed use for the northern portion of this center, east of Matapeake Business Drive. The master plan envisions the core as a mixed-use area containing moderate -to high density (15–30 dwelling units per acre) residential with commercial and employment uses; but does not have specific design guidelines or standards. This area abuts the existing retail uses, which include the Costco and Target stores. North of this core area is the proposed Villages at Timothy Branch development. The subject DSP development is in conformance with the development concept recommended by the Subregion 5 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 oriented toward Matapeake Business Drive. The proposed residential buildings are located as close as possible to the curb of Matapeake Business Drive to create an attractive urban edge consistent with the retail uses across the street. This will encourage the visual integration of the residential component into the existing retail development in the vicinity.

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

The existing development in the vicinity is dominated with commercial and employment uses to the west and south. The subject DSP will allow for the introduction of moderate -to high density residential uses to support and complement the existing commercial uses. The proposed residential use is buffered from the adjacent commercial uses to the south by an existing stormwater management pond. To the east, or rear of the proposed residential development, is a stream valley, which will provide a wooded buffer, and to the north is vacant M-X-T zoned land. For these reasons, the proposed development will be compatible with both the existing and proposed development in the vicinity.

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

As discussed previously, the land to the west and south of the subject site is already developed and the land to the east is floodplain. The development of the subject site will allow for the integration of a mix of uses into the Brandywine Center in a cohesive manner, which is compatible with the existing developed areas. The residential units are carefully designed to present an attractive streetscape, the community will be gated to project a feeling of security, and the commercial development will provide a convenient amenity for the residents to encourage them to reduce vehicle usage. The introduction of this residential use is an important step toward creating an independent mixed-use living environment.

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

The development included within this DSP will be constructed in a single phase. The commercial component shown on the CSP already exists. Both of these components were designed as self-sufficient entities.

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

The site will be designed with pedestrian connectivity between the proposed residential and the existing commercial and office uses to the west and south. Not only will the existing sidewalk along the subject property's Matapeake Business Drive frontage be removed and replaced with an eight-foot-wide sidewalk, other existing sidewalks in the vicinity will also be replaced with a five-foot-wide sidewalk as part of the bicycle and pedestrian

improvements required by the Preliminary Plan. Finally, a crosswalk will be constructed across Matapeake Business Drive to provide a safe point for residents of this development to access the commercial center across the street.

- (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 primary location where residents will gather is the clubhouse and pool facility. The clubhouse has attractive, high-quality architecture and the amenities at the facility have been designed with adequate attention paid to human scale. This will be a popular and frequently used resident amenity.

- (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 instant application is a DSP, however, a review of adequate public facilities occurred at the time of the approval of the CSP and the Preliminary Plan of Subdivision in 2017, and the Planning Board found that transportation facilities will be adequate.

- (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).**

A finding of adequacy was made as part of the approval of the CSP and Preliminary Plan of Subdivision in 2017 for the proposed development.

- (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.

This provision does not apply to the subject property as it does not exceed 250 acres.

- c. The DSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance as follows:
- (1) Section 27-274(a)(2) Parking, Loading and circulation. General guidance is given regarding the location of parking and loading facilities. The proposed residential buildings are being oriented such that they front on Matapeake Business Drive with the parking behind the proposed buildings. This is consistent with the guidelines to place parking lots to the rear or sides of structures. The parking is located as near as possible to the uses they serve, which is important in rental housing. The pedestrian circulation on-site is safe and efficient. The residents will have easy access to their units, with parking being provided in close proximity, while the central recreation facility is located to be easily accessed by all the residents.
 - (2) Section 27-274(a)(3) Lighting. A photometric plan is included with the DSP and ensures that the lighting provided will illuminate important on-site elements, such as the entrances, recreational areas, and pedestrian pathways.
 - (3) Section 27-274(a)(4) Views. The guidelines encourage creating scenic views from public areas. The proposed development is across from an existing commercial development. The businesses are not oriented toward Matapeake Business Drive, such that, there is little or no commercial activity directly across from the proposed residential development. The location of the proposed residential buildings will establish an attractive streetscape. The units on the eastern property boundary are oriented to take advantage of views into the open wooded floodplain area.
 - (4) Section 27-274(a)(5) Green Area. Ample green area will be provided on-site and will be accentuated by elements such as landscaping and recreational facilities. Street furniture is included with the DSP. The property also has easy pedestrian access to the public gathering areas in the shopping center.
 - (5) Section 27-274(a)(6) Site and streetscape amenities. Site and streetscape amenities are addressed in the DSP. The streetscape along Matapeake Business Drive has been designed in accordance with the approved Preliminary Plan of Subdivision. The buildings are set back 25 feet from the future right-of-way line. As a result, the streetscape plan shows the existing four-foot-wide sidewalk replaced with an eight-foot-wide sidewalk, with a wide green strip between the road and the proposed buildings. A perimeter fence is being provided for security, and appropriate landscaping is provided.
 - (6) Section 27-274(a)(7) Grading. The site was graded at the time that the streets were constructed and the parcels were made ready for development.
 - (7) Section 27-274(a)(8) Service areas. Trash dumpsters are provided in the southeast corner of the site. The location is away from the primary road and is adequately screened.

- (8) Section 27-274(a)(9) Public spaces. The main public space associated with the residential component will be the clubhouse, which will provide the recreational amenities for the community. This clubhouse will be highly visible as one enters the community and will provide an appropriate refuge from the surrounding commercial uses.
 - (9) Section 27-274(a)(10) Architecture. The architecture of the proposed multifamily buildings is attractive and includes a mixture of building materials. The buildings are designed with multiple step backs so that there is not a flat front or rear façade.
 - (10) Section 27-274(a)(11) Townhouses and three family dwellings. There are no townhouses or three family dwellings proposed in this DSP.
- d. 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). The DSP proposes 569 parking spaces, including 24 spaces in the three parking garages, for the 312 units, which equals 1.82 spaces per unit. This is sufficient for all two-bedroom and three-bedroom units to have two parking spaces each and all one-bedroom units to have one parking space each. Under Part 11, Off-street Parking and Loading, of the Zoning Ordinance, a total of 744 spaces is usually required for this type of the development. The subject DSP provides approximately 76 percent of the parking normally required for this type of multifamily development in the conventional zones.

In a memorandum dated February 13, 2018, Lenhart Traffic Consulting, Inc. provided the required parking analysis for this development as follows:

“The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states as follows. “Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportional to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).” Section (b)(2) and (b)(3) go on to recommend an hourly distribution of each use within the M-X-T Zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site. However, the parking requirements set forth in the Zoning Ordinance is simply a parking schedule and does not translate to an actual peak parking demand. It may, in many cases, be appropriate to utilizing the minimum parking requirements set forth in Section 27-568 as the peak parking demand, but this is often not an accurate indicator of peak parking demand and may result in providing excess parking which increases impervious area, adds unnecessary development cost, and underutilizes land intended for more dense development. The subject property presents such a situation. In order to supplement the provisions of Section 27-568, we have considered the ITE Parking Generation Manual to determine the appropriate peak parking demand for the proposed development. The ITE Parking Generation Manual is based on empirical data and actually provides peak parking demand projections.”

“The property, in question, is part of a previously approved Conceptual Site Plan CSP-16003, which includes Parcels 7, 8, and 9. Parcel 7 has been developed with a 48,100-square-foot building with various commercial uses. Furthermore, the proposed DSP-17011 is located across Matapeake Business Drive in walking distance to the Brandywine Crossing Shopping Center, and it should be noted that there would be situations where residents would walk to and from the center (and Parcel 7), and likewise visitors to the residential neighborhood may also park and shop, dine, or visit the cinema at the shopping center (or Parcel 7) and then walk across the street to visit someone at the new residential neighborhood. As stated in Section 27-574(c) of the Zoning Ordinance, required off-street parking spaces may be provided on a lot other than the lot on which the mixed-use development is located. Even if there is no legal agreement to utilize those spaces, provided that the other lot is used in accordance with the requirements of the zone in which it is located, and provided that the other lot is convenient to the mixed-use development, taking into account the location of the lot, the uses to be served, the safety of persons using it, and any other considerations. In this case, the Applicant will be upgrading the existing sidewalk network by converting the existing four-foot-sidewalk to an eight-foot-wide sidepath in front of the subject property and the adjacent Lot 7, as well as provide a cross walk to allow residents to safely cross Matapeake Business Drive to the shopping center. This property is in a developing center with ample parking conveniently located to the proposed residents. Thus, the availability of parking is in keeping with the requirements of Section 27-574 of the Zoning Ordinance.”

“For the above reasons, it is our opinion that the peak-parking demand can be adequately projected based upon the availability of parking, which is convenient to the mixed-use development and using the ITE Parking Generation Manual as discussed below.

- “(1) It is understood that the final parking supply shown on the plans is a total of 569 parking spaces for the 312 multifamily residential units, which translates to a supply of 1.82 parking spaces per multifamily unit.
- “(2) If strictly followed, the County Zoning Code would require a total of 744 parking spaces based on the following formula.
 - “(a) Two parking spaces per unit plus 0.5 spaces for each bedroom in excess of one per unit.
 - “(b) There are 312 units of which 120 of them are one (1) bedroom units, 144 are two (2) bedroom units, and 48 are three (3) bedroom units. Therefore, the requirement would be $120 \times 2 + 144 \times 2.5 + 48 \times 3 = 744$ spaces.
 - “(c) The resulting calculations indicate the site will have a deficit of 180 spaces; however, based on the following information from ITE, the multifamily units will be adequately parked.
- “(3) The Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 4th Edition was researched and based upon the following findings, it is our opinion that the 312 multifamily residential units will be more than adequately parked with a total of 569 parking spaces.

- “(a) The ITE data included a review of 68 study sites, and the results revealed that the average parking supply ratio is 1.4 parking spaces per dwelling unit at both suburban and urban sites.
 - “(b) The ITE data revealed that the suburban sites included had an average of 1.7 bedrooms per unit.
 - “(c) With 120 one (1) bedroom units, 144 two (2) bedroom units, and 48 three (3) bedroom units, the site as currently proposed will have an average of 1.77 bedrooms per unit, which is comparable to the 1.7 bedrooms per unit average for the study sites used as part of the ITE data for suburban sites. Additionally, the average size of the suburban study sites was 311 dwelling units, which is also very similar to the proposed site, which consists of 312 dwelling units.
 - “(d) The ITE data showed that the peak weekend parking demand ranged between 0.92 and 1.33 parked vehicles per unit at suburban sites.
 - “(e) The ITE data revealed that study sites with less than 2.0 but greater than 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the ITE average.
- “(4) The ITE data for suburban locations projects the following parking demand based upon 312 units:
- “(a) Weekday peak-parking demand will be 406 vehicles (Parking = $1.42 \times 312 - 38$).
 - “(b) Note that formulas for weekend-parking demand were not available for suburban locations. However, a comparison was made between weekday and weekend-parking demand for urban locations and it was determined that the weekend-parking demand is approximately 10 percent higher than the weekday-parking demand. Based on this calculation, the weekend-parking demand for the proposed site will be 447 vehicles ($406 \times 110\% = 447$ vehicles).
- “The DSP also includes two loading spaces that is consistent with the loading requirements of Part 11 of the Zoning Ordinance. In a memorandum dated January 26, 2018, the Transportation Planning Section concurred with the parking space analysis.
- “(5) The ITE data also provides hourly parking projections for multifamily residential uses (see attached) and the ITE data, reveals that the peak parking for residential uses occur overnight between midnight and 4:00 a.m., when the adjacent retail uses are closed. Again, it is acknowledged that this site cannot take credit for shared parking with the adjacent uses, which are not part of this application. However, the data contained in this technical staff report confirms that the provided parking will more than adequately serve the peak parking demand for the residential units, and does not conflict with the peak parking of adjacent uses.”

“As discussed above, Section 27-574(b)(1)-(3) of the Zoning Ordinance requires the determination of the peak parking demand. Once this peak-parking demand is calculated, it becomes the base requirement. In this case, based upon the ITE Parking Generation Manual, the peak-parking demand for the proposed 312 multifamily units is 447 spaces. Since the only use utilizing these spaces are the residents of the multifamily project, the peak-parking demand is the base requirement. The project proposes a total of 569 parking spaces, well in excess of the base requirement.”

“Section 27-574(b)(4) of the Zoning Ordinance, allows a reduction of the base requirement by calculating the number of trips, which are multipurpose and by determining the number of spaces which are not needed due to mass transit, van pool or developer provided transportation services. In this case, the applicant is not requesting a reduction in the base requirement. While there are convenient retail parking spaces across Matapeake Business Drive, which could reduce parking demands due to multipurpose trips, these spaces are off site and no reduction is requested for them. Also, while mass transit is proposed in the future within close proximity to the subject site, no reduction is taken since the mass transit does not yet exist.”

“Finally, Section 27-574(b)(5) of the Zoning Ordinance, sets forth other considerations which the Planning Board may take into account in determining the parking needs for the proposed development. These considerations include any areas of parking, which are reserved for a specific use and not accessible at any part of the day and parking which, although shared, is so remote as to not be reasonably presumed to serve a use. In this case, no parking within the use is restricted or inaccessible during any portion of the day, and the parking is spread evenly throughout the site to be easily accessible to the proposed buildings. Thus, there is no basis to reduce the base parking requirement due to these considerations.”

In conclusion, with a base parking requirement of 447 spaces and a parking supply of 569 vehicles, there are projected to be a surplus of 122 parking spaces using the parking calculation procedures as outlined in Section 27-574 of the Zoning Ordinance. Based upon this information, it is our opinion that the site will be adequately parked with the 569 parking spaces as proposed.

The DSP also included two loading spaces that is consistent with the loading requirements of Part 11 of the Zoning Ordinance. In a memorandum dated January 26, 2018, the Transportation Planning Section concurred with the parking space analysis.

- e. **Departure from Design Standards (DDS-642):** The applicant requires a departure from Section 27-558(a) of the Zoning Ordinance which requires nonparallel standard parking spaces to be 19 by 9.5 feet; but allows up to one-third of the required spaces to be compact measuring 16.5 by 8 feet. The applicant is providing a total of 569 parking spaces with varied depths from 18 feet to 21 feet by 9 feet, except for the required parking spaces for the physically handicapped. No compact parking spaces are proposed with this DSP. Specifically, the parking space sizes proposed are included in the following table:

PARKING SPACE SIZES PER PARCEL				
PARCEL 1				
WIDTH	DEPTH	DRIVE AISLE	TYPE	NUMBER
9FT	18FT	22FT	SURFACE	86
9FT	18FT	24FT+	SURFACE	10
9FT	19FT	22FT	SURFACE	154
9FT+	21FT	23FT	GARAGE	8
SUBTOTAL				258
PARCEL 2				
WIDTH	DEPTH	DRIVE AISLE	TYPE	NUMBER
9FT	18FT	22FT	SURFACE	112
9FT	18FT	23FT	SURFACE	18
9FT	18FT	24FT+	SURFACE	11
9FT	19FT	22FT	SURFACE	154
9FT+	21FT	23FT	GARAGE	16
SUBTOTAL				311
GRAND TOTAL				569

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure:

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

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

The purposes of the Subtitle are found in Section 27-550 as follows:

The purposes of this Part are:

- (1) To require (regarding each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Applicant's Justification:

"For parking, the primary purpose is to ensure that all buildings and uses provide off- street parking which is "...sufficient to serve the parking and loading needs of all persons associated with the buildings and uses." The

applicant submits that the purposes of the parking and loading regulations will be equally well or better served by the proposed site plan.

“The applicant is proposing that all parking spaces, apart from the spaces provided for the physically handicapped, be 9 feet by 18 feet. Section 27-558(a) requires that standard nonparallel parking spaces measure 9.5 feet by 19 feet while nonparallel compact car spaces must be 16.5 feet by 8 feet. The difference between the required standard car space measurement and the 9 feet by 18 feet space the applicant is proposing is insignificant in light of the fact that there will be no compact car spaces. Moreover, the off-street parking proposed by the applicant is adequate to serve the needs of all persons associated with the building or use. The use of a universal sized parking space has become the more common standard in modern zoning ordinances. In the proposed zoning ordinance rewrite, the standard parking space size will be 9 feet by 18 feet. This creates a more efficient and functional parking layout and will serve the purposes of the subtitle equally well.”

Staff is in general agreement with the applicant’s reasoning. The reduced parking dimensions will not significantly impact the function of the proposed parking lot, given that the site would normally be allowed up to 30 percent as compact spaces. The proposed spaces with a width of 9 feet and a depth of 18–21 feet, with drive aisle widths ranging from a minimum 22 feet to 24 feet, will provide more space than a regular compact space to allow future residents to comfortably maneuver their vehicles.

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

Applicant’s Justification:

“The departure from Section 27-558(a) sought by the applicant for its proposed 9 feet x 18-21 feet parking spaces is the minimum necessary given the specific circumstances of this request. In order to forego compact parking spaces, the departure from the required standard car size is necessary to provide the requisite number of parking spaces determined to be necessary for the proposed residential rental community for the type of extended stay motel proposed at this location.”

The site has been restrained on the front by possible additional frontage dedication, which is a separate parcel outside of the public utility easement (PUE) along Matapeake Business Drive, and at the rear by a preserved floodplain buffer. As a result, the buildable envelope on this site has been reduced significantly. In order to provide sufficient parking for a successful project, the departure for spaces smaller than regular surface parking spaces, but larger than compact spaces, is the minimum necessary in this case.

(iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the

County which were predominantly developed prior to November 29, 1949;

This finding is not applicable to this DSP.

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

Applicant's Justification:

“The applicant submits that the requested departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood. Currently, the Prince George's County Zoning Ordinance permits two parking space sizes, one for compact cars (8 feet by 16.5 feet) and one for standard cars (9.5 feet by 19 feet). The Urban Land Institute (ULI) has evaluated the efficiency of providing parking stalls of different sizes and concluded that a single parking space works better in practice. ULI offers the following reasons why parking stalls of differing dimensions do not work in practice:

- “• At the time the small-vehicle-only parking space was introduced, the mix of automobiles consisted of very large and very small vehicles; therefore, the small-vehicle space was largely self-enforcing.
- “• Vehicle manufacturers have since down-sized many large passenger cars; light trucks, vans, and sport utility vehicles have become more popular; and, more recently, certain models have been up-sized, which leads to confusion as to what is and what is not a small vehicle.
- “• If a small-vehicle space is available in a convenient location in a parking facility, many drivers of intermediate or even larger vehicles will park in the small vehicle spaces, thus impeding traffic flow and compromising safety within the facility.
- “• When large vehicles park in small vehicle spaces, they frequently encroach into the adjacent parking space such that a domino effect occurs down the row and eventually renders a parking space unusable.
- “• If small vehicle spaces are placed at inconvenient locations, small-vehicle drivers may park in standard sized spaces, forcing later-arriving large vehicles into inadequate and inconvenient small-vehicle spaces.”

As a result of the above factors, ULI concludes:

“Due to the convergence of vehicle sizes, small-vehicle-only parking spaces are no longer a rational parking design alternative. In addition, light trucks, vans, and sport utility vehicles are an

increasingly important factor in parking design geometrics. Sales of small vehicles dropped significantly in the 1980's as the American passenger vehicle underwent a general, slow upsizing. Therefore, a rational approach to parking space and module sizing can and does support moderate module dimensions for one-size-fits-all designs."

Staff agrees with the applicant that the departure from Section 27-558(a) of the Zoning Ordinance, will allow the site to provide adequately sized spaces to accommodate all types of vehicles owned by future residents and conform to modern guidelines, which discourage compact parking spaces and are in favor of universal size spaces. Eliminating the smaller compact car spaces improves the functional integrity of the site and adequately serves the purpose of the parking regulations and the parking needs of the residents.

Based on the analysis above, staff recommends that the Planning Board approve the departure request for the dimensions of the proposed parking spaces with this DSP.

8. **Conceptual Site Plan CSP-16003:** The Planning Board approved CSP-16003 on July 13, 2017 (PGCPB Resolution No. 17-109) with three conditions. The following two conditions are relevant to the review of this DSP:

2. **Total new development within the subject property shall be limited to uses which generate no more 162 AM peak trips, and 187 PM peak trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.**

The traffic study submitted with the CSP and the Preliminary Plan of Subdivision evaluated the traffic impact of 312 multifamily dwelling units which is also the number of dwelling units proposed in this DSP. Thus, the proposed development conforms with this condition.

3. **At the time of approval of a detailed site plan (DSP) for Parcels 8 and 9, information shall be provided or the issues shall be addressed, as follows:**
- a. **The existing sidewalk along the subject site's frontage of Matapeake Business Drive shall be modified to meet current Department of Public Works and Transportation specifications and standards, unless modified by the Department of Permitting, Inspections and Enforcement.**
- b. **The location, type and number of bike parking spaces at each of the multifamily buildings will be determined.**

The applicant is proposing to remove the existing sidewalk and construct an eight-foot-wide side path along its frontage on Matapeake Business Drive. This side path will conform to the requirements of the Department of Public Works and Transportation (DPW&T) and the Department of Permitting, Inspection and Enforcement (DPIE). The plans submitted with the DSP depict the locations of bike racks throughout the development in conformance with this condition.

9. **Preliminary Plan of Subdivision 4-16013:** The Planning Board approved PPS 4-16013 on July 20, 2017 (PGCPB Resolution No. 17-113) with 20 conditions. The conditions that are pertinent to the review of this DSP are discussed as follows:

2. **A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.**

The proposed use of multifamily residential is consistent with what was approved in PPS 4-16013.

3. **Development of this site shall be in conformance with an approved stormwater management (SWM) concept plan and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.**

A Conceptual Stormwater Management Plan No. 12704-2017-00 has been approved by DPIE for the proposed development. According to the review by DPIE, this DSP is consistent with the approved SWM concept plan.

5. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, the following improvements shall be provided:**

- a. **Replace the existing four-foot-wide sidewalk with an eight-foot-wide sidepath (or eight-foot-wide concrete sidewalk) along the subject site's entire frontage of Matapeake Business Drive, unless modified by the Department of Permitting, Inspections and Enforcement.**
- b. **Bicycle parking shall be provided at each of the multifamily buildings. The location, type, and number of bicycle racks will be determined at the time of detailed site plan.**

The DSP shows the existing four-foot-wide sidewalk being replaced with an eight-foot-wide concrete sidewalk along the subject property's entire frontage of Matapeake Business Drive. This proposed sidewalk is subject to the final approval of DPIE, which has jurisdiction over Matapeake Business Drive. The location of proposed bike parking as shown on the DSP is acceptable.

6. **Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**

- a. **Reconstruct the existing sidewalk along the east/south side of Matapeake Business Drive to meet current County and Americans with**

Disabilities (ADA) specifications and standards. The sidewalk and ADA ramp reconstruction will extend from the southern boundary of the subject site, across the frontages of Parcels 3, 4, 5, 6, 7, and 12, subject to the cost cap.

- b. At the time of the detailed site plan, provide an exhibit that illustrates the location and limits of all off-site improvements recommended by staff for the review of the operating agencies. This exhibit shall show the location of the ADA ramps, crosswalk and sidewalk installation, and provide any necessary details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of detailed site plan that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c). The Planning Board shall find that the substitute off-site improvements are consistent with the bicycle pedestrian impact statement adequacy finding made at the time of preliminary plan of subdivision.**

An exhibit of the required off-site sidewalks and curb ramp improvements has been submitted. It shows the recommended sidewalk upgrades and ADA ramp installations, as well as the crosswalk improvement to the shopping center. However, the limits are different than what was specified in Condition 6(a). At the time of Preliminary Plan, staff used the DPW&T Construction Price Index to estimate the cost of the sidewalk improvements, which was deemed to be within the cost cap. However, an e-mail dated January 18, 2018, indicated that the DPW&T prices were too low and that less sidewalk could be provided under the cost cap than previously thought. The portion of this message related to the costs and sidewalk limits is copied below:

“Our client compared the DPIE cost estimate to contractor’s estimates and determined that the DPIE prices did not reflect today’s market prices. With that in view, we calculated the amount of sidewalk plus the crosswalk to determine the amount of improvements. We selected Parcels 11 & 7 to apply the upgraded sidewalks to because they are existing developments and would not be required to do any road frontage improvements in the near future unlike Parcels 4-6 which are currently vacant. The result was to replace the walks and associated ramps on Parcels 7 & 11 and provide the crosswalk.”

Staff concurs that the applicant should only be obligated to construct facilities that comply with the cost cap specified in Section 24-124.01 of the Subdivision Regulations. However, if the DPW&T Construction Price Index no longer reflects market prices, this needs to be documented for the record in order to confirm the limits of the improvements to be changed from what was approved in PPS 4-16013. The Transportation Planning Section supports the revision proposed by the applicant as shown on the BPIS exhibit, but requests that updated cost figures be provided for the improvements prior to signature approval and that the limits of the

improvements be expanded if funding is available under the cap. Although the limits of the improvements have been modified, the sidewalk retrofits still comply with the requirements of Section 24-124.01 of the Subdivision Regulations and will benefit the future residents of the subject site.

- 12. At the time of detailed site plan, a copy of the approved stormwater management concept approval letter and associated plans shall be submitted.**

A Conceptual Stormwater Management Plan No. 12704-2017-00 has been approved by DPIE and was submitted with this DSP.

- 13. Total development within the subject property shall be limited to uses which generate no more 162 AM peak trips and 187 PM peak trips. Any development generating an impact greater than that identified herein-above shall require a new determination of the adequacy of transportation facilities.**

As noted above, the traffic study submitted with the CSP and the PPS evaluated the traffic impact of 312 multifamily-dwelling units, which is also the number of dwelling units proposed in this DSP. Thus, the proposed development conforms to this condition.

- 15. The applicant and the applicant's heirs, successors, and/or assignees, shall provide adequate, private, on-site recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. The applicant shall allocate appropriate and developable areas for the private recreational facilities within the common open space land. The private recreational facilities shall be reviewed by the Urban Design Section, Development Review Division, of the Prince George's County Planning Department for adequacy and property siting, including appropriate triggers for construction, with the submittal of the detailed site plan.**

A comprehensive recreational facility package, including a clubhouse, has been included in this DSP as required by a condition of the preliminary plan of subdivision to meet the requirements of the mandatory dedication of parkland (PPS 4-16013). The clubhouse is located in the main entrance to the project and will include meeting space, a fitness room, and a kitchen area, as well as other communal space. Behind the clubhouse is an outdoor swimming pool as well as a dog park for the use by the residents. The total cost of the proposed recreation facilities exceeds the minimum value of recreational facilities required for a project this size. The proposed on-site recreational facilities and amenities are sufficient and properly located. The recreational facilities and amenities should be open to the residents in phase with development. A condition has been included in the Recommendation section of this technical staff report to establish an appropriate trigger for completion of the recreational facilities. The site contains eight multifamily buildings. Staff is in support of the applicant's request to allow the construction of all of the on-site improvements including the multifamily buildings and the clubhouse/pool at one-time due to the tight-site constraints. However, prior to the occupancy of the fourth multifamily building, the recreational amenities must be constructed and inspected by M-NCPPC. The applicant has agreed to work with the Department of Permitting, Inspection and Enforcement (DPIE), to obtain permission to apply for building permits without occupancy, to allow for the construction of all eight multifamily buildings at one time. The applicant

will then amend permits to add occupancy to a maximum of three, until the recreational facilities are constructed.

18. The applicant shall provide a minimum 25-foot-wide building setback from the eastern line of the 10-foot-wide parcel created pursuant to Condition 1(j).

The required minimum 25-foot setback from the eastern line of the 10-foot-wide parcel has been shown on the DSP.

10. **2010 Prince George's County Landscape Manual:** The proposed development of 312 multifamily dwelling units is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development From Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

- a. **Section 4.1, Residential Requirements:** The DSP is subject to the requirements of Section 4.1, which stipulate that for multifamily dwellings a minimum of one major shade tree shall be planted per 1,000 square feet or fraction of green area provided. The site needs to provide 181 shade trees, and the landscape plan provides 149 shade trees and 65 evergreen trees in conformance with these requirements.
- b. **Section 4.3, Parking Lot Requirements:** The DSP is subject to the requirements for parking lot perimeter landscape strip as stated in Section 4.3(c)(1) along both the north and south property lines. Along the north property line, a five-foot landscape strip is required and provided and along the south property line, a three-foot landscape strip is required and provided with the required planting materials.

The DSP is also subject to Section 4.3(c)(2) of the Landscape Manual, which stipulates that interior parking lot planting is required for parking areas that measure 7,000 square feet or larger. The applicant cannot provide the required interior planting area as required. Therefore, an Alternative Compliance has been requested for a reduction of the interior planting area in a parking compound. and reviewed by the Alternative Compliance (AC) Committee as discussed below:

Section 4.3(c)(2) Parking Lot Interior Planting for Parking Zones A, B, E, and F as indicated on the Landscape Plan Exhibit, sheet 5 of 5.

Zone A:

REQUIRED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone A

Parking Lot Area	41,634square feet
Interior landscape area required	3,331 square feet or 8%

PROVIDED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone A

Interior landscape area provided	2,013 square feet or 4.8%
Minimum number of shade trees required (1 per 300 s.f. of interior planting area provided)	7
Shade trees provided	9

Zone B:

REQUIRED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone B

Parking Lot Area	40,225 square feet
Interior landscape area required	3,218 square feet or 8%

PROVIDED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone B

Interior landscape area provided	2,547 square feet or 6.3%
Minimum number of shade trees required (1 per 300 s.f. of interior planting area provided)	9
Shade trees provided	13

Zone E:

REQUIRED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone E

Parking Lot Area	27,489 square feet
Interior landscape area required	2,200 square feet or 8%

PROVIDED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone E

Interior landscape area provided	1,350 square feet or 4.9 %
Minimum number of shade trees required (1 per 300 s.f. of interior planting area provided)	5
Shade trees provided	6

Zone F:

REQUIRED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone F

Parking Lot Area	38,504 square feet
Interior landscape area required	3,081 square feet or 8%

PROVIDED: Section 4.3(c)(2) Parking Lot Interior Planting Requirements, Zone F

Interior landscape area provided	2,025 square feet or 5.3 %
Minimum number of shade trees required (1 per 300 s.f. of interior planting area provided)	7
Shade trees provided	9

Justification:

The applicant is requesting Alternative Compliance from Section 4.3(c)(2)(A), Parking Lot Interior Planting. Section 4.3(c)(2)(A), Table 4.3-1 sets forth the requirements for the minimum percentage of interior planting area required, based upon the parking lot area, which in this site design is divided into multiple zones. The applicant is requesting approval of an alternative design, to allow for a reduction in the required amount of interior landscaped area from 8 percent in each of the zones to provide a minimum of 4.8 percent and a maximum of 6.3 percent. As an alternative, the applicant proposes to provide additional shade trees in each of these parking zones, as well as in the other parking zones on the property.

The Alternative Compliance Committee finds the proposed alternative compliance measures to be equally effective as normal compliance with Section 4.3(c)(2) of the Landscape Manual; however, there are a few locations where shade trees have been placed in planting areas that do not meet the minimum size requirement of 160 square feet of contiguous pervious land area per shade tree, or there is a conflict with parking lot lights. In these situations, staff recommends removing shade trees to meet the minimum 160 square feet requirement, because this amount of soil volume provides for the health and vitality of the shade tree. Trees must also be spaced at the appropriate distance away from the parking lot lights to avoid reduction of the lighting level, therefore, the relocation of either tree or light poles are recommended.

- c. **Section 4.6, Buffering Development From Streets:** The layout of the DSP results in the rear yards of the proposed multifamily buildings fronting on Matapeake Business Drive, which is a major collector roadway. Section 4.6(c)(1)(B) requires a minimum 50 feet of bufferyard to be provided with six shade trees, 16 evergreen trees, and 30 shrubs for each 100 linear feet of the property line. The applicant cannot provide the required bufferyard. Therefore, an Alternative Compliance application has been requested to allow for a reduction in the width of the bufferyard, as well as the amount of planting materials and has been reviewed by the AC Committee as discussed below:

REQUIRED: Section 4.6, Buffering Residential Development from Matapeake Business Drive, a major collector roadway

Length of bufferyard	858 feet
Bufferyard width	50 feet
Shade trees (6 per 100 linear feet)	52
Evergreen trees (16 per 100 linear feet)	138
Shrubs (30 per 100 linear feet)	258

PROVIDED: Section 4.6, Buffering Residential Development from Matapeake Business Drive

Length of bufferyard	858 feet
Bufferyard width	25 feet
Shade trees	15
Evergreen trees	65
Shrubs	258
Fence or wall	Yes, estate-style fencing with brick piers

Justification:

The applicant is requesting Alternative Compliance from Section 4.6(c)(1)(B)(i), Buffering Residential Development from Streets, to allow for a reduction in the required buffer width by 50 percent, from 50 feet to 25 feet, through the provision of estate-style fencing with brick piers placed 34 feet on-center. A reduction in the amount of shade trees by 72 percent and a reduction of 53 percent for evergreen trees is also sought. This request is due in part to insufficient room for planting because of large existing utility easements in the required buffer area that cannot be removed or adjusted. According to the applicant's Statement of Justification dated October 16, 2017, the applicant wishes to provide decorative estate-style fencing with brick piers as opposed to opaque fencing along the entire frontage. Under Section 4.6(c)(1)(D), of the Landscape Manual, a 50 percent reduction in plant material would be allowed if an opaque fence or wall was provided. However, the fencing being provided by the applicant is only semi-opaque and five feet high. The applicant is proposing to provide the full number of shrubs normally required. It should be noted that the view of the site from Matapeake Business Drive is attractive, as the building design is the same on both the front and the rear elevations with the same attention to detail. Additionally, the proposed fence style provides a better streetscape in this mixed-use area, while also providing screening and security for the future residents.

The Alternative Compliance Committee finds that the reduction of the buffer width and plant quantities is justified with the proposed architectural design of the building and the proposed decorative estate-style fencing with brick piers proposed, and, is found to be equally effective as normal compliance with Section 4.6(c)(1) of the Landscape Manual.

Recommendation:

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance for Section 4.6(c)(1)(B)(i), Buffering Residential Development from Streets along the frontage of Matapeake Business Drive, and Section 4.3(c)(2), Parking Lot Interior Planting Requirements, of the 2010 *Prince George's County Landscape Manual*, for Matapeake Parcels 1, 2, & A, subject to one condition, which has been included in the Recommendation section of this technical staff report.

- d. **Section 4.7, Buffering Incompatible Uses:** The proposed multifamily development is adjacent to an existing commercial office use (medium impact) to the south. Section 4.7 requires a Type 'B' bufferyard between the subject site and the adjacent office use. Since the site is located within the Brandywine Center, the requirements may be reduced up to fifty percent (including the number of plant units, setback, and landscape yard), if a six-foot-high, opaque fence or wall is located within the bufferyard. The landscape plan indicates a

six-foot fence will be provided and therefore, the required bufferyard and building setback can be reduced to 10 and 15 feet respectively. The required number of planting units is also reduced by 50 percent. The landscape schedule shows conformance with the requirements.

- e. **Section 4.9, Sustainable Landscaping Requirements:** Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars and the percentage to be provided with this application are specified below:

Tree type	Required	Provided
Shade trees	50%	100%
Ornamental trees	50%	100%
Evergreen trees,	30%	80%
Shrubs	30%	100%

The Landscape Plan demonstrates conformance with the requirements of Section 4.9.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because there are previously approved Type 1 and Type 2 Tree Conservation Plans for the site. The TCP1 and TCP2 are for the gross tract area of the overall site of 182.35 acres, which encompasses all parcels of the original TCP1 and additional lots from Long's Subdivision. The TCP is no longer grandfathered for this portion of the site.

- a. An approved Natural Resources Inventory (NRI) – Equivalency Letter (NRI-158-06-03), was issued on June 2, 2016. This approval was issued with an approved floodplain delineation and stream buffer exhibit, with updates, to reflect the current applicable buffers and primary management area (PMA). No revisions are required for conformance with the NRI.
- b. The overall Woodland Conservation Threshold for TCP2-133-91-12 is 24.55 acres, based on a 15 percent woodland conservation requirement in the M-X-T, I-1, I-3 and C-S-C zones.

The amount of woodland conservation required is 35.88 acres based on the proposed clearing of 19.02 acres on-site, 0.05 acres of clearing in the 100-year floodplain, and 1.25 acres of off-site clearing. The TCP2 proposes to meet the requirement with 16.14 acres of on-site preservation, and 19.74 acres of off-site mitigation.

The TCP2 can be found in conformance with the Woodland and Wildlife Habitat Conservation Ordinance, with minor revisions. The Environmental Planning Section recommends approval of this DSP and TCP2 with two conditions that have been included in the Recommendation section of this technical staff report.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance (TCC), requires a minimum percentage of tree canopy coverage on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. As 12.38 acres are included in this DSP, the required coverage would be 1.24 acres or 54,015 square feet of required tree canopy. Detailed Site

Plan DSP-17011 meets the TCC requirement. However, there is a calculation error on the TCC table that the applicant must correct to show the required square feet of tree canopy coverage prior to certification. A condition requiring this has been included in the Recommendation section of this technical staff report.

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

- a. **Community Planning**—In a memorandum dated February 9, 2018, the Community Planning Division provided the following comments on the submitted DSP:

General Plan: This application is located within the Plan 2035 designated Brandywine Local Town Center. The vision for this type of Local Center is to “typically have a walkable ‘core’ or town center. Often the mix of uses is horizontal ... rather than vertical... While master plans may call for future heavy or light rail extensions or bus rapid transit, no transit alternatives have been approved for construction.” (Plan 2035, Chart 16)

Master Plan: The 2013 *Approved Subregion 5 Master Plan* (CR-80-2013) recommends Mixed-Use as the Future Land Use for the subject property, located in the Core Area of Brandywine Community Center, and recommends the following:

Vision

“Brandywine develops into the center envisioned in the 2002 *Prince George’s County Approved General Plan*. It is a large, mixed-use community within the MD 5/US 301 corridor with transit-oriented neighborhoods designed so residents and employees can walk to nearby bus or light rail commuter stations. A variety of housing choices are available to residents, from apartments to single-family dwellings, and there are many opportunities to shop, dine, and be entertained. A well-planned road network allows local traffic to circulate throughout the community without relying on MD 5/US 301, and the regional highway network. A key feature in Brandywine is the network of pedestrian trails and bike paths that connect living areas to schools, shops, and parks.” (pg. 28)

Land Use

“The core is envisioned as a mixed-use area containing moderate to high density residential (15 to 30 dwelling units per acre), commercial, and employment uses that would generate approximately 25 employees per acre. Public uses, such as schools, parks, and the transit station, would comprise 10 to 20 percent of the total area. This area would abut existing and planned major retail land uses to the south, such as Costco and Target. Big box retail is inappropriate within the community center core.” (page 46)

Recreation and Trails

“... Timothy Branch would be accessible from the Brandywine Community Center and the surrounding area. Part of the Timothy Branch trail system would follow the tributary along the west side of US 301/MD 5 to the open space near the A-55 interchange. On-road bicycle lanes or sidepaths are envisioned for major roads in the vicinity (Chapter VI: Transportation). Additional trails and small parks should be built as a part of new development. Trails and parks should be linked together and designed to protect sensitive natural resources.” (page 47)

Environmental Considerations

“Wetlands, streams, and their buffers should be protected to the greatest degree possible. Including these features as ‘green’ or open space amenities can add value to development in and around the community center, while providing necessary open space, park, and recreation land for residents. New development should incorporate best management practices and environmental site design (ESD) consistent with the revisions to the Maryland Stormwater Design Manual to manage stormwater runoff.” (pg. 48)

Sidewalks, Trails (pages 120-121):

- Timothy Branch Steam Valley Trail: This trail will stretch along Timothy Branch between Dyson Road and Mattawoman Creek. It will provide access to the Brandywine Community Center.
- Encourage developers at employment destinations to provide new sidewalks, bicycle trails, lockers, bike friendly.
- Intersection improvements, and trail connections as part of their development proposals.
- Provide bicycle parking at all major transit locations and within all new employment-related developments.
- Construct pedestrian and bicycle facilities as part of new development in the Brandywine Community Center.

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone (MIOZ).

SMA/Zoning: The 2013 *Approved Subregion 5 Sectional Map Amendment* (CR-81-2013) rezoned the subject property from the I-1 (Light Industrial) Zone to the M-X-T (Mixed-Use-Transportation Oriented) Zone. The site is not located in a (TDO) Transit District Overlay Zone.

The functional relationship between the two uses can be enhanced by physically and visually integrating the proposed residential with the adjacent commercial development. By removing impediments to connectivity, the development could be designed to have an outward orientation and integration of uses that better reflects the purposes of the M-X-T Zone.

The applicant should show a pedestrian or vehicular connection between the residential and commercial uses that does not involve a public right-of-way. For example, the applicant could design a walkable connection around the abutting stormwater management pond so residents can circulate between the apartments and the commercial development on Parcel 7. Providing a pass-protected gate for pedestrian circulation between the two uses is one method of connecting these uses.

Interconnectivity between different uses is greatly encouraged in the M-X-T Zone. Since the proposed residential community will be gated, a pedestrian gate should be provided at the southern boundary area between the subject site and Parcel 7.

- b. **Transportation Planning**—In a memorandum dated February 14, 2018, the Transportation Planning Section offered the following comments:

Pursuant to PGCPB Resolution No. 17-113, the subject property was the subject of an approved Preliminary Plan of Subdivision (PPS) 4-16013 that was approved on July 20, 2017. The property was approved with multiple conditions, including the following pertaining to transportation:

- 13. Total development within the subject property shall be limited to uses which generate no more 162 AM peak trips and 187 PM peak trips. Any development generating an impact greater than that identified herein-above shall require a new determination of the adequacy of transportation facilities.**

The PPS was approved for 312 dwelling units. The subject application proposes 312 units, and consequently, the trip cap will not be exceeded.

- 14. Prior to issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall, pursuant to the provisions of County Council Resolution CR-9-2017, pay to Prince George's County (or its designee) a fee of \$999 per dwelling unit (given in first quarter 1993 dollars), to be indexed by the appropriate cost indices to be determined by the Department of Permitting, Inspections and Enforcement.**

This condition will be addressed at building permit.

Site Circulation

The site plan proposes a single point of access from Matapeake Business Drive. The access proposed will be dualized with a 22-foot lane ingress and a 22-foot lane egress, separated by a raised median up to the first cross drive aisle. Given the fact this 312-unit development will be served by a single point of access, by proposing 22-foot (ingress/egress) lanes, in the event of an emergency where one side of the access is temporarily blocked, the remaining side will have 22 feet of pavement, enough to support two lanes of travel. Consequently, staff supports the need for two 22-foot access lanes.

Regarding the general overview of the site plan, staff is satisfied that various vehicle types will be adequately accommodated from a circulation perspective.

Departure from Design Standards DDS-642

The applicant has filed a Departure from Design Standards (DDS) in order to construct parking spaces that are smaller than the standard sizes. Section 27-558(a) of the Zoning Ordinance governs the size of parking spaces. The County Code allows spaces of different sizes in order that compact cars can be accommodated. Specifically, it requires a standard space to be 19 feet by 9.5 feet, while allowing a compact space to be 16.5 feet by 8 feet. The applicant is proposing that all of the spaces being provided be of a common dimension of 18

feet by 9 feet. While the proposed dimensions will be smaller than the code requirement, that deficiency will be outweighed by the fact that all of the spaces will be of the same size, and will provide less of a challenge to the residents in trying to find a suitable spot for their vehicles of varying dimensions.

The latest revision of the site plan proposes a total of 569 spaces. Typically, a residential development of 312 multifamily units would require 744 spaces. However, pursuant to the provisions of Section 27-574(a) of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Further, it requires the applicant to submit the methodology, assumptions, and data used in performing the calculations. To that end, staff has received a January 18, 2018 memorandum from the applicant, outlining a parking analysis replete with methodologies and assumptions for the proposed development. The analyses were based on information contained in the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 4th Edition*. The analyses, which considered peak demand for parking, concluded that 447 spaces will be sufficient to meet parking needs of the proposed development.

Additionally, the location of the proposed development in proximity to other developments with available parking is an important element in considering the adequacy of the parking needs of the subject application. Specifically, the applicant will be upgrading the existing sidewalk network by converting the existing four-foot sidewalk to an eight-foot-wide sidepath in front of the subject property and the adjacent Lot 7, as well as provide a cross walk to allow residents to safely cross Matapeake Business Drive to the shopping center. This property is in a developing center with ample parking conveniently located to the proposed residents. Thus, the availability of parking is in keeping with the requirements of Section 27-574 of the Zoning Ordinance. Consequently, the 569 spaces being proposed will be well within the “adequacy” threshold. In review of the applicant’s parking analysis, staff concurs with its conclusions.

In looking at the overall site circulation, staff sees no negative impact that would be created by constructing slightly smaller spaces with a common dimension. In review of the applicant’s parking analysis, staff concurs with its conclusions.

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a Detailed Site Plan, as well as a Departure of Design Standards, described in the Zoning Ordinance.

- c. **Subdivision Review**—In a memorandum dated December 28, 2017, the Subdivision Review Section provided an analysis of the conditions attached to the approval of Preliminary Plan of Subdivision 4-16013 that are applicable to review of this DSP as discussed in Finding 9 above. Since Preliminary Plan of Subdivision 4-16013 has not obtained signature approval as of the writing of this technical staff report, a condition has been included in the Recommendation section of this technical staff report, to require the applicant to complete the approval prior to certification of this DSP.
- d. **Trails**—In a memorandum dated February 1, 2018, the Trails Planner with the Transportation Planning Section reviewed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (area master plan and SMA), in order to

implement planned trails, bikeways, and pedestrian improvements. Because the site is located in the Branch Avenue Corridor and Brandywine Town Center, it was subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2, 2013” at the time of Preliminary Plan.

One master plan trail/bikeway issue impacts the application, with a stream valley trail recommended along Timothy Branch (see MPOT map). The text from the MPOT regarding the Timothy Branch Trail is copied below:

“Timothy Branch Stream Valley Trail: Provide a stream valley trail along Timothy Branch between Dyson Road and Mattawoman Creek. This trail will provide access to the developing employment center in Brandywine. Public use trail easements have been acquired as commercial development has occurred (MPOT, page 32).”

A 65-foot-wide public use trail easement was previously established for the Timothy Branch Trail for the parcels within the Matapeake Business Park, including the subject property. Staff initially recommended construction of the trail within this easement for the subject site. However, after discussions with the M-NCPPC Department of Parks and Recreation (DPR), it was determined that DPR had no plans to take over the operation and maintenance of this trail or to acquire land within this stream valley as a park trail corridor. To the north of the site, the stream valley trail has been implemented as a homeowner association (HOA) trail only, with the majority of the public trail located along parallel roadways to avoid impacts to the stream valley. Because there is no public entity willing to take over the operation of a trail within the stream valley, staff does not recommend construction on the subject site and supports the removal of the easement for a public trail connection at this location. It has consistently been the M-NCPPC Planning Department’s policy to not burden a Homeowners Association (HOA) with a public trail connection on private HOA land. This trail easement can be eliminated at the time the record plats are revised.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.

Sidewalks are recommended along all road frontages and along both sides of all internal roads consistent with these policies. An additional segment of sidewalk is recommended in the vicinity of Building 2. There is an existing sidewalk along the subject site’s frontage of Matapeake Business Drive. However, the sidewalk does not appear to meet current County or Americans with Disabilities Act (ADA) standards or specifications and is proposed to be replaced by the applicant with a shared use path or wide sidewalk.

Review of the Proposed Off-Site Improvements and BPIS Exhibit:

At the time of Preliminary Plan, the applicant proffered off-site sidewalk reconstruction along Matapeake Business Drive in order to make the route ADA accessible.

Our client is proffering the replacement of existing 4-foot sidewalks along Matapeake Business Drive. The walks will be replaced with 5-foot wide sidewalks. The scope and nexus of the sidewalk replacement will be determined at the time of Detailed Site Plan.

Per the guidance of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2, 2013,” only the portion of the sidewalk off the immediate frontage of the subject site will count towards the off-site cost cap. Using the DPW&T Construction Price List at the time of Preliminary Plan, staff developed a cost estimate for the proposed sidewalk work. The costs covered in the estimate include 1) 4-foot sidewalk removal, 2) 5-foot sidewalk construction, and 3) ADA ramp installation. The limits of the work include the frontages of Parcels 4, 5, 6 and 7 on the east side of Matapeake Business Drive and Parcels 3 and 11 on the south side of Matapeake Business Drive. On- and off-site pedestrian improvements were addressed at the time of PPS 4-16013. These facilities are indicated on the submitted DSP. The sidepath along Matapeake Business Drive should be labeled on the DSP. A detail for the bike racks is included in the plan sheets.

The off-site sidewalk construction and ADA improvements will directly benefit the future residents and guests to the subject site by providing pedestrian and ADA access to the existing shopping center, the adjacent office space, and several existing bus stops in compliance with County specifications and standards. The revised limits proposed by the applicant comply with the cost cap specified in Section 24-124.01(c) of the Subdivision Regulations.

The Transportation Planning Section recommends one condition with three sub-conditions that are included in the Recommendation section of this technical staff report, requiring plan revisions in conformance with the MPOT and area master plan.

- e. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated January 10, 2018, the Department of Parks and Recreation provided no comments on the subject application.
- f. **Environmental Planning**—In a memorandum dated February 2, 2018, the Environmental Planning Section provided the following summarized comments on the subject application:

Portions of this site were previously evaluated by the Environmental Planning Section in conjunction with previous applications, including review and approval of: Zoning Map Amendment ZMA-9502-C; Preliminary Plan of Subdivision 4-91030 and Type I Tree Conservation Plan, TCPI-026-91; and Preliminary Plan of Subdivision 4-97124 and Type I Tree Conservation Plan, TCPI-026-91-02. A Type 2 Tree Conservation Plan, TCP2-133-91, for the entire Brandywine 301 Industrial Park was first approved on July 13, 1998, which has had numerous revisions, and expansions to reflect the development of Brandywine Crossing, and includes the subject property. Natural Resource Inventory NRI-158-06 and a ‘-01’ revision for the Brandywine 301 Industrial Park was approved in 2008, but it has since expired.

Parcel 9 was previously subject to the approval of Detailed Site Plan DSP-05073 and Type 2 Tree Conservation Plan TCP2-133-91-04 for a 17, 992-square-foot office/warehouse under I-1 zoning standards. Grading was completed, but no structure was constructed, and the DSP has since expired.

Preservation of Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The floodplain evaluation shows that the site contains floodplain on the property. According to the TCP2, there will be no impacts to the primary management area (PMA) with this application.

At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Primary Management Area (PMA) except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat.

Soils

The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include: Grosstown gravelly silt loam; and Udorthents, evidence of previous gravel mining on the site. According to available mapping information, Marlboro clay and Christiana clay does not occur on or in the vicinity of this property.

Stormwater Management

An approved Stormwater Management Concept approval letter was submitted with the subject application. Stormwater Management Concept No. 12704-2017 was approved on October 13, 2017, with conditions of approval, requiring a stormwater management pond, five micro-bio retention facilities, and two sand filters. The concept approval expires October 13, 2020.

The two conditions recommended by the Environmental Planning Section have been included in the Recommendation section of this technical staff report.

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

- h. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 26, 2017, DPIE provided a standard memorandum that includes comments regarding improvements within the public right-of-way, existing 100-year floodplain, street tree, street lighting, existing utilities, soil investigation, sidewalks, ADA ramps, storm drainage system, etc. that will be enforced through its separate permitting process. DPIE specifically noted that it has no objection to approval of DDS-642 and that the proposed DSP is consistent with approved Stormwater Management Concept Plan No. 12704-2017.
 - i. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
 - j. **Prince George’s County Health Department**—In a memorandum dated June 30, 2017, the Environmental Engineering Program of the Prince George’s County Health Department provided comments on Conceptual Site Plan CSP-16003 and the applicable comments were included in the resolution of the approval. At time of writing of this report, no additional comments were provided.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated December 27, 2017, WSSC provided standard comments on the DSP regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, meters, etc. These comments will be enforced through WSSC separate permitting process.
- 14. Based on the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved in accordance with conditions proposed below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
 - 15. As required by Section 27-285(b)(2) of the Zoning Ordinance, the DSP is also in general conformance with the previously approved Conceptual Site Plan CSP-16003 for the proposed development on the subject property.
 - 16. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

In a memorandum dated February 2, 2018, the Environmental Planning Section noted that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the impact exhibits and the TCP2 submitted for review.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE this application as follows:

- A. **APPROVE** Departure from Design Standards DDS-642 for Matapeake, to allow parking spaces in the following dimensions:

PARKING SPACE SIZES PER PARCEL				
PARCEL 1				
WIDTH	DEPTH	DRIVE AISLE	TYPE	NUMBER
9FT	18FT	22FT	SURFACE	86
9FT	18FT	24FT+	SURFACE	10
9FT	19FT	22FT	SURFACE	154
9FT+	21FT	23FT	GARAGE	8
SUBTOTAL				258
PARCEL 2				
WIDTH	DEPTH	DRIVE AISLE	TYPE	NUMBER
9FT	18FT	22FT	SURFACE	112
9FT	18FT	23FT	SURFACE	18
9FT	18FT	24FT+	SURFACE	11
9FT	19FT	22FT	SURFACE	154
9FT+	21FT	23FT	GARAGE	16
SUBTOTAL				311
GRAND TOTAL				569

- B. **APPROVE** Detailed Site Plan DSP-17011, Alternative Compliance AC-17023, and Type 2 Tree Conservation Plan TCP2-133-91-12 for Matapeake Parcels 1 and 2 (previously Parcels 8 & 9) and Parcel A, subject to the following conditions:
1. Prior to certificate of approval of this DSP, the following revisions shall be made to the plans, or information shall be provided:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-16013.
 - b. Correct the calculation error on the TCC table to show the required tree canopy coverage area.
 - c. Provide a stone-look split-face masonry water table on the three garage buildings to be consistent with the rest of the buildings.
 - d. Revise the landscape plan to provide a minimum of 160 square feet of contiguous pervious land area per shade tree in the parking lot and to adjust the plans to avoid conflicts with the proposed trees and lighting within the parking compound by relocating either the light pole or tree, as necessary.
 - e. Include a detail for the board-on-board fence that is referenced on the landscape plan.
 - f. Revise the TCP2 as follows:
 - (1) Provide the environmental approval block, using the current format as provided in the Environmental Technical Manual.
 - (2) Correct General Note 1 to provide a \$9.00 per square foot mitigation fee.
 - (3) Relocate the fence and maintain the limit of disturbance outside of the floodplain, with the exception of impacts within previously disturbed areas.

- (4) Show the primary management area (PMA) delineation on the plan.
 - (5) Provide a completed Owners Awareness Certification.
 - (6) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
- g. Identify and label Matapeake Business Drive on all relevant sheets of the landscape plan and site plan.
 - h. Label the eight-foot-wide sidepath along the subject site's frontage of Matapeake Business Drive.
 - i. Provide detailed cost estimates for the improvements included on the BPIS exhibit. If funding remains under the cost cap specified in Section 24-124.01(c) of the Subdivision Regulations, the exhibit shall be revised to include expanded limits of sidewalk and ADA improvements.
 - j. Include an additional sidewalk segment along the west side of Building 2.
 - k. Provide a pedestrian gate along the southern boundary fence.
2. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated Primary Management Area (PMA) except for any approved impacts and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:
- “Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M–NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
3. Prior to the approval of the occupancy of the fourth multifamily building, the clubhouse and related recreational facilities and amenities, as depicted on the DSP, shall be fully constructed and inspected. In the event that the completion of the clubhouse occurs at a time of the year when a final use and occupancy permit cannot be issued due to weather related factors (which prevents final completion of the pool or installation of landscaping), the Planning Director may authorize approval of additional use and occupancy permits provided that a temporary use and occupancy permit to occupy the clubhouse has been issued by DPIE.