



Note: Staff reports can be accessed at <http://mncppc.igm2.com/Citizens/Default.aspx>.

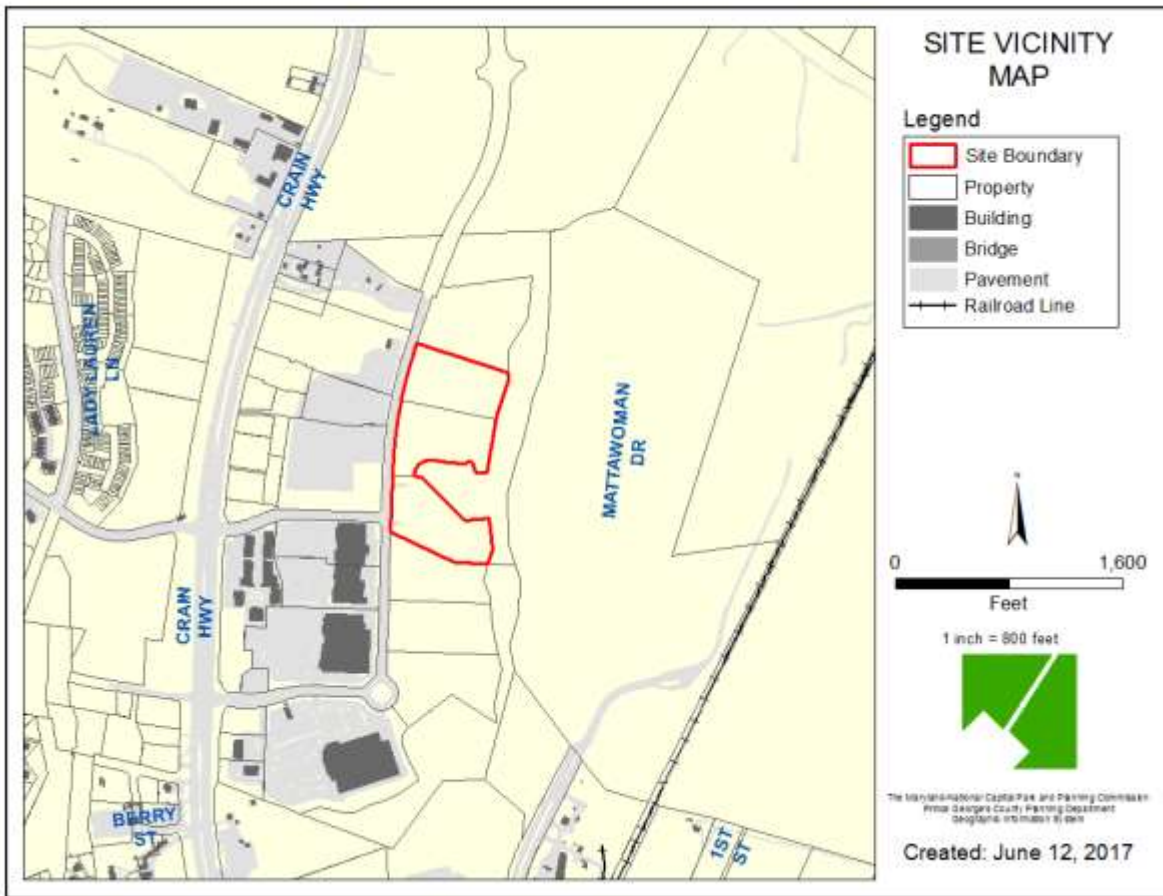
Conceptual Site Plan

CSP-16003

Application	General Data	
Project Name: Matapeake Parcels 7, 8 and 9 Location: Located 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 Company 3826 Parkway Drive Copley, OH 44321	Planning Board Hearing Date:	07/13/17
	Staff Report Date:	07/03/17
	Date Accepted:	04/18/17
	Planning Board Action Limit:	09/12/17
	Plan Acreage:	18.87
	Zone:	M-X-T
	Dwelling Units:	300-325
	Gross Floor Area (existing):	47,920 sq. ft.
	Planning Area:	85A
	Council District:	09
	Election District	11
	Municipality:	N/A
	200-Scale Base Map:	220SE07

Purpose of Application	Notice Dates	
Conceptual site plan for 300–325 multifamily units on Parcels 8 and 9 and 47,920 square feet of existing commercial uses on Parcel 7.	Informational Mailing:	04/25/16
	Acceptance Mailing:	04/14/17
	Sign Posting Deadline:	06/13/17

Staff Recommendation		Staff Reviewer: Jill Kosack, RLA, ASLA Phone Number: 301-952-4689 E-mail: jill.kosack@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: Conceptual Site Plan CSP-16003
Type 1 Tree Conservation Plan TCP1-026-91-04
Matapeake Parcels 7, 8 and 9

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 conceptual site plan (CSP) 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 the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance;
- c. Other site plan-related regulations;
- d. 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 conceptual site Plan (CSP) for 300–325 multifamily units on Parcels 8 and 9 and 47,920 square feet of existing commercial uses on Parcel 7

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Commercial	Multifamily residential; Commercial
Acreage	18.87	18.87
Total Square Footage	47,920	422,835
Commercial Square Footage	47,920	47,920
Residential Square Footage	0	374,915

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:	0.51 FAR

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

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 Robert Crain Highway (US 301), 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 the vacant Parcel 6, also within the Brandywine 301 Industrial Park, but in the I-1 (Light Industrial) Zone; and to the west by the public right-of-way of Matapeake Business Drive with commercial uses, known as the Brandywine Crossing shopping center, in the C-S-C Zone.
5. **Previous Approvals:** The subject property is known as Parcels 7–9 recorded in land records in Plat Book REP 203-50 (Parcels 7 and 8) and REP 198-51 (Parcel 9), as part of the Brandywine 301 Industrial Park. This property was rezoned from the I-1 Zone to the M-X-T Zone via County Council Resolution CR-81-2013, for Subregion 5 Master Plan and SMA approved by the District Council on July 24, 2013. The existing commercial building on Parcel 7 was developed pursuant to Detailed Site Plan DSP-04056, which was approved by the Planning Board on March 10, 2005 (PGCPB Resolution No. 05-71). A new Stormwater Management Concept Plan No. (12704-2017-00), has been submitted to the Department of Permitting, Inspections and Enforcement (DPIE), but at the time of this technical staff report, has not been approved.
6. **Design Features:** The applicant proposes a mixed-use residential and commercial development. The commercial portion is existing on Parcel 7 and was developed pursuant to Detailed Site Plan DSP-04056. Parcel 7 has two accesses from Matapeake Business Drive leading to a parking area that wraps the one-story, flat-roofed, 47,920-square-foot commercial building. Loading is provided on the north side of the building. Stormwater management on the site was provided

through bio-retention and an existing stormwater management pond between the proposed multifamily site and the existing building site.

The future multifamily residential portion of the development, on Parcels 8 and 9, proposes one vehicular access off of Matapeake Business Drive with entry features. The illustrative plan shows eight individual buildings arranged in a courtyard fashion around a central clubhouse, pool, and green space area. Surface parking and bio-retention areas are shown surrounding each of the buildings, except not between the buildings and Matapeake Business Drive. Proposes pedestrian circulation and landscape buffers are shown, which will have to be specified at the time of Detailed Site Plan (DSP).

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in all Mixed-Use Zones.
 - (1) The proposed multifamily residential and commercial uses are permitted uses in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units shall be determined at the time of the CSP approval. Therefore, this property would be limited to 325-multifamily residential units as proposed.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**

Comment: The submitted CSP proposes 47,920 square feet of commercial space, which is existing, and 300–325 multifamily dwelling units, and therefore meets the requirement for uses.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR**
- (2) With the use of the optional method of development—8.0 FAR**

Comment: This development will use the optional method of development and specifically utilize the one bonus incentive in Section 27-545(b) as follows:

(b) Bonus incentives.

(4) Residential use.

- (A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**

Comment: The CSP proposes a total of 300 -325 residential dwelling units with a maximum floor area ratio (FAR) of 0.51, which meets this requirement. However, it should be noted that the mix of uses including residential use, which has more than 20 dwelling units, allows the applicant to increase the FAR to a maximum of 1.4.

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

Comment: The illustrative plan shows that the uses included in this CSP will be located in multiple buildings and on all three existing parcels.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

Comment: This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for the development on this property.

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

Comment: The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining and interior incompatible land uses at the time of DSP.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

Comment: The FAR for the proposed development is calculated in accordance with the requirement.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

Comment: There are no private structures within the air space above, or in the ground below, public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject case.

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

Comment: All three existing parcels have frontage on and direct vehicular access to, a public street, specifically Matapeake Business Drive.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on...**

Comment: The subject CSP does not propose any townhouses. Therefore, this requirement does not apply to this CSP.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

Comment: The subject CSP proposes residential multifamily buildings. The final architecture submitted with the required DSP will have to demonstrate compliance to this requirement. However, the CSP indicates that the buildings will be three stories, which should be well within the maximum height limit.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept**

recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

Comment: This requirement does not apply to this CSP because even though the property was placed in the M-X-T Zone through a 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, there are no specific design guidelines or standards for this property.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a CSP in the M-X-T Zone, as follows:

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

Comment: The proposed development is in conformance with this requirement and serves the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of designated General Plan Centers. The subject property is in the designated Local Center of Brandywine. The adjacent Brandywine Crossing Shopping Center has developed into a major regional shopping destination, but does not have a residential component that is needed to, create a true mixed-use, walkable community with a 24-hour environment. Placing the M-X-T Zone on the land, east of Matapeake Business Drive allows for a residential component to be located within easy walking distance to the commercial center of Brandywine and implements the approved Subregion 5 Master Plan, reduces automobile use by locating a mix of residential and non-residential 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;

Comment: The applicable 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* rezoned the subject property to the M-X-T Zone, as part of the core of the Brandywine Community Center. The master plan envisions the core as a mixed-use area containing moderate to high-density residential (15–30 dwelling units per acre) use with commercial and employment uses, such as the existing uses on Parcel 7 and to the west, beyond Matapeake Business Drive. The subject CSP proposes a maximum of 325 dwelling units on Parcels 8 and 9, which have a total of 12.38 acres, which equates to a density of approximately 26 dwelling units per acre. Therefore, the proposed development is in conformance with the development concept recommended by the Master Plan.

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

Comment: The proposed development will be outwardly oriented. The proposed residential buildings are designed to front on 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 with the existing retail component.

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

Comment: The existing development to the west and south is dominated with commercial and employment uses. The subject CSP proposes the introduction of moderate to high-density residential use to support and complement the existing commercial uses. Proposed landscape buffers will provide screening between the commercial and residential use. For these reasons, the proposed development will be compatible with both 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;**

Comment: The mix of uses, arrangement of buildings, and other improvements and amenities of the proposed multifamily complex will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed residential portion of the development on the subject site will complement the various existing commercial uses to the west.

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

Comment: The development is staged insofar as the commercial use is existing and the proposed multifamily residential use is to be built. The existing commercial use is self-sufficient as it has been in existence for more than five years. The multifamily residential component will be self-sufficient as far as amenities are concerned and will be integrated with the existing commercial uses via pedestrian connections.

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

Comment: This requirement will be evaluated in detail at the time of DSP. The CSP shows sidewalks along the public road and within the multifamily complex, forming a pedestrian network throughout the site. Additional pedestrian connections are recommended and included as conditions in the Recommendation section of this report to achieve a comprehensive system.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention**

has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

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

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

Comment: The subject property was re-zoned to the M-X-T Zone as part of the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* approval. A traffic study was submitted with the subject CSP and the Transportation Planning Section concludes that the plan conforms to the required findings for approval as discussed further in Finding 11 below.

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

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

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

Comment: The subject property measures 18.87 acres and therefore, does not meet the above acreage requirement. Further, it is not being developed as a mixed-use planning community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP 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, provides guidelines for the design of surface parking facilities. This relationship has already been determined for the existing commercial building on Parcel 7. The proposed residential buildings are being oriented such that they front on Matapeake Business Drive with the parking behind the proposed buildings, which is consistent with the guideline to place parking lots to the rear or sides of structures. The parking is located as near as possible to the uses they serve for both the residential and commercial uses. The residents will have easy access to their units, with parking being provided in close proximity, while the proposed central recreation facility is located to be easily accessed by all residents.
 - (2) In accordance with Section 27-274(a)(5), the applicant states that ample green area will be provided on-site and will be accentuated by elements such as landscaping, recreational facilities and street furniture at the time of DSP. The property also has easy pedestrian access to the public gathering areas in the shopping center.
 - (3) In accordance with Section 27-274(a)(8), the applicant states that the service areas for the existing commercial building were addressed at the time of DSP (DSP-04056) for that building. The service areas for the residential component will be minimal, but will be addressed specifically at the time of DSP.
 - (4) In accordance with Section 27-274(a)(8), the applicant states that 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 people enter the community and will provide an appropriate refuge from the surrounding commercial uses.
- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The CSP is not required to include detailed parking information. At the time of DSP review, adequate parking and loading will be required.
- f. Section 27-579(b) of the Zoning Ordinance reads as follows:
- (b) **No portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within fifty (50) feet of any Residential Zone (or land proposed to be used for residential purposes on an approved Basic Plan for a Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan).**

Comment: The existing commercial building on Parcel 7 has exterior loading spaces on the northern edge of the building. The spaces themselves are more than 50 feet away from Parcel 8, which is proposed to be used for the multifamily residential development. However, the existing northern access drive, which may be used for loading access,

appears to be within 50 feet of Parcel 8. This issue will have to be reviewed and addressed at the time of DSP.

8. **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 I and Type II tree conservation plans for the site. The TCP1 and TCP2 are for the gross tract area of the overall site which is 182.35 acres, which encompasses all parcels of the original TCP1 and additional lots from Long's Subdivision.

The Woodland Conservation Threshold for Type 1 Tree Conservation Plan TCP1-026-91-04 is 24.58 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 based the proposed clearing of 19.09 acres on-site, 0.05 acre of clearing in the 100-year floodplain, and 1.25 acres of off-site clearing, is 35.85 acres. The TCP2 proposes to meet the requirement with 16.26 acre of on-site preservation, and 19.59 acres of off-site mitigation. The additional off-site woodland conservation requirement of 1.22 acres has resulted from the clearing of 0.61 acres from Parcel 8 and 9 at a replacement rate of 2:1 (below the threshold), which can no longer be provided on-site.

The submitted TCP1 requires technical revisions and conditions have been included in the Recommendation section of this report.

9. **Other site plant-related regulations:** Additional regulations are applicable to site plan review that usually required detailed information, which can only be provided at time of DSP. The discussion provided below is for information only:
 - a. **2010 Prince George's County Landscape Manual:** This M-X-T development will be subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) at time of detailed site plan. 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.
 - b. **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 18.87 acres are zoned M-X-T, the required coverage would be 1.89 acres of required tree canopy. Confirmation to the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a detailed site plan for the project.
10. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation**—In a memorandum dated April 19, 2017, the Historic Preservation Section indicated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. Portions of the subject property were previously graded. The subject property does not contain and

is not adjacent to any Prince George's County Historic Sites or Resources. This proposal will not impact any historic sites, historic resources or known archeological sites. Phase I archeology survey is not recommended.

- b. **Community Planning**—In a memorandum dated May 17, 2017, the Community Planning Division provided comment on the submitted CSP, as follows:

Plan Prince George's 2035 Approved General Plan (Plan 2035) policies support medium-high density residential development in designated Local Centers. The Brandywine Community Center is designated as a Local Center and the planned development is consistent with the Plan 2035 recommendations. However, the proposal should include features that demonstrate that it will develop as a walkable community.

The application is consistent with the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Master Plan), recommendations to increase population in the Brandywine Community Center Core Area. However, the proposed development needs to show a pedestrian and bicycle connection to the future Timothy Branch Stream Valley Park and trail and demonstrate how the development, overall, will become a connected part of the future Brandywine Community Center core area.

The Master Plan goal for this area of Subregion 5 is to establish a mixed-use, transit-oriented Brandywine Community Center and Core and Edge areas to expand existing concentrations of population and employment along the MD Route 5 (MD 5) Corridor within the Brandywine Community Center. The plan envisions a high-amenity, pedestrian-oriented Core, with a strong 'sense of place' achieved through design features that would create an identity for Brandywine that would be unique in this region of the County. Recommendations to achieve this vision include:

- Developing the Community Center Core as a mixed-use area containing moderate- to high-density residential (15 to 30 dwelling units per acre) and commercial and employment land uses that would generate up to 25 employees per acre. Public uses, such as library, school, park, and the transit station, would comprise 10-20 percent of the total area. (Master Plan, page 46)
- Making the Timothy Branch trail system east of the subject property accessible from the Brandywine Community Center and the surrounding area. Additional trails and small parks should be built as a part of new development. (Master Plan, page 47)
- Using low impact development techniques to reduce impervious surfaces and improve water quality within Mattawoman Creek and its tributaries during the development of the Brandywine Community Center. (Master Plan, page 47)
- Utilizing a variety of trails to improve connectivity and the multi-modal transportation network in Subregion 5. "Trails are recommended in this plan to serve mostly recreational users and to provide connections between various land uses and destinations..." (Master Plan, page 116)

The Timothy Branch Stream Valley Trail, east of the subject property, will stretch along Timothy Branch between Dyson Road and Mattawoman Creek. It will provide access to the Brandywine Community Center. As such, it is important that this development

provide access to the trail. Specifically, the master plan recommends “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.” The Master Plan further recommends: “Construct pedestrian and bicycle facilities as part of new development in the Brandywine Community Center” and “Develop recreational and interpretative programs, facilities, and thematic trails that build on the recreational, natural, historic, and scenic attributes of the region.” (Master Plan, page 121.)

Construct a library facility in the Brandywine Community Center to support the population past 2030; it could be co-located with another public facility. (Master Plan, page 133)

Comment: The master-planned Timothy Branch Stream Valley Trail, and other pedestrian connections, are discussed further by the Trails Section in Finding 11(e) below.

- c. **Transportation Planning**—In a memorandum dated June 14, 2017, the Transportation Planning Section offered the following comments:

Traffic Impact

Staff anticipated that greater than 50 trips would be generated during either peak hour, consequently, a traffic impact study (TIS) was requested. To that end, the applicant has provided staff with a TIS dated July 9, 2016. Using data from this recent traffic analysis the following results were determined:

EXISTING CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)/Delay	(LOS/CLV)/Delay
MD 5-US 301 @ Timothy Branch Drive	B/1093	E/1463
Matapeake Business Drive @ Timothy Branch Drive *	9.0 seconds	9.5 seconds
Matapeake Business Drive @ Site Access *	n/a	n/a
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable.		

In evaluating the effect of background traffic, the TIS included approximately 15 developments which could impact some or all of the critical intersections. Additionally, a growth of one percent per year for six years was applied to the through traffic volumes. Combining the effect of background developments plus regional growth, a second analysis was done. The table below shows the results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)/Delay	(LOS/CLV)/Delay
MD 5-US 301 @ Timothy Branch Drive	E/1568	F/2143
Matapeake Business Drive @ Timothy Branch Drive *	9.9 seconds	17.4 seconds
Matapeake Business Drive @ Site Access *	9.1 seconds	9.1 seconds
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable.		

Regarding the total traffic scenario, the TIS applied trip generation rates for apartments based on the “Guidelines.” It is worth noting that the property was the subject of previous subdivisions and consequently, various trip caps were assigned to the subject property. Pursuant to Planning Board Resolution No. 08-106, Parcels 8 and 9 were assigned trip caps of 82 AM and PM peak-hour trips. For the purpose of computing the trips for the pending application, those trips were evaluated as part of the background developments. Based on the proposed development of 312-multifamily dwelling-units, the TIS used county rates resulting in a trip generation of 162 (32 in, 130 out) AM peak trips, and 187 (122 in, 65 out) PM peak trips. A third analysis (total traffic) revealed the following results:

TOTAL CONDITIONS		
Intersection	AM	PM
	(LOS/CLV)/Delay	(LOS/CLV)/Delay
MD 5-US 301 @ Timothy Branch Drive	E/1559	F/2143
Matapeake Business Drive @ Timothy Branch Drive *	10.4 seconds	22.6 seconds
Matapeake Business Drive @ Site Access *	9.6 seconds	9.4 seconds
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable.		

The results of the traffic analyses show that under total traffic, the two unsignalized intersections will operate within acceptable adequacy thresholds. The intersection of MD 5/US 301 at Timothy Branch Drive, however, will operate at failing levels of service. Ordinarily, when an intersection or a road link operates inadequately under total traffic, the applicant is usually required to provide improvements to bring the facility to the policy level of service threshold. However, on March 28, 2017, the County Council adopted County Council Resolution CR-9-2017, which amends CR-60-1993. Specifically, this new resolution establishes a fee structure for payment into the Brandywine Road Club. Pursuant to County Council Resolution CR-9-2017, the new fee for the subject application will be \$999 to be indexed by the appropriate cost indices to be determined by the Department of Permitting, Inspections and Enforcement (DPIE). Pursuant to County Council Bill CB-22-2015, once the appropriate payment is made to the satisfaction of DPIE, no further obligation will be required of the applicant regarding the fulfillment of transportation adequacy requirements of Section 24-124(a)(8) of the Subdivision Regulations.

Master Plan Right-of-Way Dedication

The property is located in an area where the development policies are governed by the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan and SMA). The property fronts on Matapeake Business Drive, which is a master planned Major Collector (MC-503) requiring 100 feet of right-of-way. The road is currently built as a four-lane undivided road within 70 feet of right-of-way. Consequently, at the time of the preliminary plan of subdivision, the applicant will be required to dedicate 15 feet of right-of-way.

Transportation Findings

The application analyzed is a Conceptual Site Plan (CSP) for the construction of a mixed-use development on Parcels 7, 8 and 9. Parcel 7 is currently developed as commercial and retail uses. The proposed development will consist of 312-multifamily dwelling-units. This development will be adding a net total of 162 (32 in, 130 out) AM peak trips, and 187 (122 in, 65 out) PM peak trips.

The traffic generated by the proposed CSP will impact the following intersections:

- MD 5-US 301 @ Timothy Branch Drive
- Matapeake Business Drive @ Timothy Branch Drive
- Matapeake Business Drive @ Site Access

The findings and recommendations outlined below are based upon a review of the materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines.”

The subject property is located within the Transportation Service Area (TSA) 2, as defined in the *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

- **Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;
- **Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The intersection of MD 5/US 301 at Timothy Branch Drive when analyzed with the total future traffic as developed using the “Guidelines,” was not found to be operating at or better than the policy service level defined above. Under the provisions of County Council Resolution CR-9-2017, the applicant has agreed to provide a commensurate share of the cost to provide improvements associated with the Brandywine Road Club. This share will be determined at the time of the preliminary plan phase of this development.

Transportation Conclusions

Based on the preceding findings, the Transportation Planning Section determines that pursuant to Section 27-546 of the Zoning Ordinance, the plan conforms to the required findings for approval of the CSP from the standpoint of transportation if the application is approved with two conditions. The first condition, regarding a trip cap in accordance with the requirements of the M-X-T Zone, has been included in the Recommendation section of this report. The second recommended condition required the dedication of 15 feet of right-of-way along the property’s frontage on Matapeake Business Drive at the time of preliminary plan of subdivision (PPS). Dedication of public rights-of-way is an issue that needs to be fully reviewed and determined with the PPS, therefore, a condition requiring showing the ultimate master-planned right-of-way on the CSP has been included in the Recommendation section of this report instead.

- d. **Subdivision Review**—In a memorandum dated May 30, 2017, the Subdivision Review Section provided an analysis of the CSP as follows:

The site is subject to a Preliminary Plan of Subdivision (PPS) 4-97124, approved March 26, 1998 (PGCPB Resolution No. 98-84), subject to 22 conditions of approval, which have no impact on the subject application. The office/retail component of this CSP was constructed in accordance with the PPS 4-97124 and is proposed to remain. However, the multifamily portion of this CSP will require the approval of a new PPS as the development proposed is a residential use, a use not previously approved with PPS 4-97124, which was for industrially zoned property at the time it was approved. A PPS for the multifamily development on Parcels 8 and 9 has been submitted (4-16013) and is currently under review. If approved, PPS 4-16013 will supersede PPS 4-97124 for Parcels 8 and 9.

The site has frontage on Matapeake Business Drive, which is a master planned 100-foot-wide major collector roadway. The existing Matapeake Business Drive right-of-way is 70 feet wide. An additional 15 feet of right-of-way dedication along the site’s frontage on Matapeake Business Drive may be recommended at the time of preliminary plan of subdivision in accordance with the master plan. There is an existing 65-foot-wide trail easement along the eastern boundary of Parcels 7 and 8 as shown the record plat (203-50). The continued reservation of the easement on Parcel 8 for future master planned trail facilities will be further evaluated with the pending PPS 4-16013. The master planned roadway and trail, to the west and east of the site respectively, may constrain the proposed development along these areas and should be considered when designing the layout of the proposed development.

The layout depicted on the site plan is conceptual. No new lotting pattern is currently proposed. The office/retail is proposed on existing Parcel 7 and the multifamily is proposed on existing Parcels 8 and 9. Conformance to Subtitle 24 for the resubdivision of

Parcels 8 and 9 for residential development shall be reviewed as a major PPS 4-16013 to be approved by the Planning Board. There are no other subdivision issues at this time.

- e. **Trails**—In a memorandum dated June 22, 2017, the Trails Planner with the Transportation Planning Section reviewed the CSP application referenced above 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) in order to implement planned trails, bikeways, and pedestrian improvements. Because the site is located in the Brandywine Town Center, it will be subject to the requirements of Section 24-124.01 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. 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 established for the Timothy Branch Trail for the parcels within the Matapeake Business Park, including the subject property. This easement was established through Record Plat 203-50 and 203-51. Staff initially recommended construction of the trail within this easement for the subject site. However, after discussions with the 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 Homeowners Association (HOA) trail only, with the majority of the 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 Planning Department’s policy to not burden a Homeowners Association (HOA) with a public trail connection on private HOA space. This trail easement can be eliminated at the time the record plats are revised.

The Complete Streets element of the MPOT supports the provision of complete streets, sidewalks, and on-road accommodations for bicyclists. The MPOT 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. Additional sidewalks are recommended in several

locations. There is an existing sidewalk along the subject site's frontage of Matapeake Business Drive, but it is narrow and does not appear to meet current County standards.

Because the site is located in the Brandywine Town Center, it will be 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. Based on the 325-multifamily units proposed, the cost cap will be \$97,500. Possible off-site improvements discussed include retrofitting the existing sidewalk along part of Matapeake Business Drive to meet current American with Disabilities Act (ADA) and County specifications and standards.

The Transportation Planning Section recommends three conditions that are included in the Recommendation section of this report requiring plan revisions in conformance with the MPOT and area master plan.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated May 15, 2017, the Department of Parks and Recreation provided the following summarized discussion on the subject application:

Per Section 24-134(a)(1) of the Subdivision Regulations, at time of Preliminary Plan of Subdivision, the residential portion of the subject property (12.38 acres) is subject to the mandatory dedication of parkland requirement of 1.86 acres. The application and information submitted indicate that the mandatory dedication requirement will be met by providing private recreational facilities per Section 24-135(b) Subdivision Regulations. Private recreational facilities may be approved by the Planning Board provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the facilities shall be properly developed and maintained to the benefit of future residents through covenants, or a Recreational Facilities Agreement (RFA), with this instrument being legally binding upon the sub-divider and their heirs, successors and assignees.

The applicant has provided conceptual information on the proposed private recreational facilities that will be constructed with the development and available to residents. The conceptual list of the amenities includes a community clubhouse and swimming pool. The DPR has determined that private recreational facilities are appropriate, given the proposed use of the property. The final list of recreational amenities will be reviewed by the Urban Design Section staff at the time of Detailed Site Plan review and approval.

The DPR suggested conditions relative to the private recreational facilities, which have been included in the Recommendation section of this report as appropriate for a CSP.

- g. **Environmental Planning**—In a memorandum dated June 6, 2017, the Environmental Planning Section provided the following summarized comments on the subject application:

- (1) **Site Description:** The overall property of the Brandywine 301 Industrial Park, including Brandywine Crossing, Phase III, has expanded over time to include 182.35 acres in the I-1, I-3, C-S-C and M-X-T Zones. The current application consists of an 18.87-acre site comprised of three parcels in the M-X-T Zone located on the east side of Matapeake Business Drive.

A platted 100-year floodplain easement is located adjacent to the eastern property boundaries of the three parcels. Steep slopes which occur on the property are the result of previous grading and stockpiling operations. The predominant soils found to occur according to the U.S. 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. There is Potential Forest Interior Dwelling Species (FIDS) habitat mapped on-site contiguous with FIDS habitat mapped east of the current application site within the 100-year floodplain and on properties located to the east. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. There are wetlands, wetland buffers and a stream system located to the east of Parcels 7, 8 and 9, which is part of the Mattawoman Creek subwatershed, and the Potomac River basin. The site has frontage on Matapeake Business Drive, which is identified as a major collector in the Master Plan of Transportation. Potential noise issues related to the residential use proposed will be evaluated by the Development Review Division, if applicable. The site is located within the 2013 *Approved Subregion 5 Master Plan and SMA*. The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*, in the Brandywine Town Center, and in a Priority Funding Area. According to the 2005 *Approved Countywide Green Infrastructure Plan*, contained in the recently 2017 *Approved Resource Conservation Plan*, the site contains Regulated areas, and Evaluation areas.

- (2) **Natural Resource Inventory:** An approved Natural Resources Inventory – Equivalency Letter (NRI-158-06-03) was submitted with the application. The issuance of this letter was based on the finding that there were regulated environmental features located on Parcels 8 and 9, there was an implemented TCP11, and there was no change to the limit of disturbance based on information submitted by the applicant.

With the current application, a change to the limit of disturbance on Parcels 8 and 9 was proposed, and there was not consistency in reflecting the regulated environmental features of the site on the CSP, PPS and TCP1. In addition, DPIE requested a verification of the 100-year floodplain. To confirm the location of the 100-year floodplain, the required stream buffers, and the location of the primary management area (PMA), and in response to the change to the limit of disturbance on these two parcels, the Environmental Planning Section has determined that an NRI Equivalency Letter is insufficient, and an NRI is required. This can be in the form of a revision to NRI-158-06, or a separate NRI limited to Parcels 7, 8 and 9.

- (3) **Regulated Environmental Features:** No regulated environmental features exist on the subject property according to the expired NRI plan, but a platted 100-year floodplain easement runs along the eastern boundary line of the property. The location of this 100-year floodplain easement immediately adjacent to this site has not been indicated on the CSP, but was shown on the expired NRI plan, and

is shown on the TCP1. The location of the 100-year floodplain easement should also be labeled on the CSP.

DPIE has requested confirmation of the 100-year floodplain delineation for the site, which will be necessary to complete a full review of the required NRI plan. If the 100-year floodplain is more extensive than the previous delineation and extends onto the subject property, it should be delineated on the CSP and TCP1, and placed in a conservation easement at time of final plat.

The CSP and TCP1 shall also show the location of the 25-foot-wide required 100-year floodplain buffer as required by Subtitle 32, Division 4.

- (4) **Soils:** The predominant soils found to occur according to the U.S. 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.
- (5) **Stormwater Management:** A Conceptual Stormwater Management (SWM) Plan was submitted with the application, but no Concept Approval Letter has been submitted, and the SWM Concept Application number has not been identified. The SWM Concept Plan shows the extensive use of environmental site design (ESD) elements to address water quality requirements.

The approved stormwater concept plan is required to be designed in conformance with any approved Watershed Management Plan, pursuant to Subtitle 32 Water Resources and Protection, Division 3 Stormwater Management, Section 172 Watershed Management Planning.

Submittal of an approved SWM concept approval letter will be required prior to signature approval of the preliminary plan.

Comment: Conditions have been included in the Recommendation section of this report to address the mentioned issues.

- h. **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.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 31, 2017, DPIE offered the following summarized comments on the subject application:
 - (1) The property is zoned M-X-T and located one-quarter mile east of intersection of Route 301 and Timothy Branch Drive at 7651-7751 Matapeake Business Drive in Brandywine. Frontage road improvements as determined by the County, and dedication of the necessary additional right-of-way for Matapeake Business Drive is required according to the County's specification and standards.

- (2) All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, the Department of Public Works and Transportation's (DPW&T) Specifications and Standards and the Americans with Disabilities Act (ADA).
- (3) The proposed CSP-16003 is to create a mixed use residential, retail and office commercial development by adding 325-multifamily units to 47,920 square feet of existing commercial space.
- (4) Applicant is to delineate the existing 100-year floodplain on the property. No residential structures are to be built within 25 feet of the 100-year floodplain. All other structures to be built outside the 100-year floodplain.
- (5) Conformance with street tree, street lighting standards and parking lot lighting is required.
- (6) Provide fire truck maneuverability analysis with site development fine grading permit submittal to demonstrate adequate turning radius for all internal roadways and parking lots.
- (7) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- (8) The proposed site development will require an approved DPIE site development technical plan to comply with environmental site design (ESD) to the maximum extent practicable (MEP) requirements, and an approved/final erosion/sediment control plan, prior to the permit issuance.
- (9) The applicant needs to provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all intersections within the site and all pedestrian crosswalks.
- (10) A soils investigation report that includes subsurface exploration and site grading, stormwater management Best Management Practices and geotechnical engineering evaluation for streets and lots is required.
- (11) Sidewalks and ADA ramps are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.
- (12) All storm drainage systems and facilities are to be in accordance with DPW&T's requirements.
- (13) The Stormwater Management Concept Plan No. 12704-2017 which covers Parcels 8 and 9 has not been approved.
- (14) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approved phase:

- (a) Final site layout, exact impervious area locations are not shown on plans.
- (b) Exact acreage of impervious areas has not been provided.
- (c) Proposed grading is not shown on plans.
- (d) Delineated drainage areas at all points of discharge from the site have not been provided.
- (e) Stormwater volume computations have not been provided.
- (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- (g) A narrative in accordance with the Code has not been provided.

Comment: The majority of DPIE's comments are either factual, to be addressed through the associated preliminary plan, or are required to be addressed prior to issuance of permits, at the time of technical plan approvals. Approval of the Stormwater Management Concept will be required prior to approval of the Preliminary Plan.

- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- k. **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 the following comments on the subject application:
 - (1) There are over five existing carry-out/convenience store food facilities and two grocery store/markets within a one-half mile radius of this site. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

Comment: This is noted; however, the CSP proposed no new commercial uses.

- (2) Scientific research has demonstrated that a high-quality pedestrian environment can support walking, both for utilitarian purposes and for pleasure, and reduce the reliance on automobiles with their attendant air quality issues, thus, leading to positive health outcomes. Indicate how the project will provide for pedestrian access to the site by the surrounding community. Scientific research has demonstrated that a high-quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to the adjacent amenities and provide a safe and easy on-site pedestrian circulation.

Comment: Sidewalk improvements along the subject site's frontage, as well as complete pedestrian connections internal to the site, have been conditioned in this approval, which will demonstrate a high-quality pedestrian environment. Additionally, the site will be subject to the requirements of Section 24-124.01 of the Subdivision Regulations, at the time of PPS, which will determine potential off-site pedestrian improvements.

- (3) Research shows that access to public transportation can have major health benefits. It can be good for connectedness and walkability. Indicate on the plans public transportation access to the facility.

Comment: This is noted. Public transportation facilities for this area of the County were reviewed with the Subregion 5 Sector Plan and SMA, and there are no planned facilities that directly impact this property.

- (4) The public health value of access to active recreational facilities has been well documented. Future plans should include, details regarding the location of other active recreational facilities within one-quarter mile of the proposed office buildings and/or residences beyond the pool and clubhouse, and/or designate commercial space for recreational activities.

Comment: This is noted. The PPS will consider the issue of mandatory dedication of parkland or provision of on-site private recreational facilities, which would then have to be shown on the future DSP.

- (5) There is an increasing body of scientific research suggesting that community gardens enhance nutrition and physical activity and promote the role of public health in improving quality of life. The developer should consider setting aside space for a community garden.

Comment: This is noted. The CSP shows potential open spaces for a community garden, which the applicant should consider incorporating at the time of DSP.

- (6) The conceptual site plans should include open spaces and “pet friendly” amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/ picnic areas.

Comment: This is noted. The CSP shows potential open spaces for pet-friendly amenities, which the applicant should consider incorporating at the time of DSP.

- (7) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Future plans should indicate, intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Comment: This is noted and will be enforced at the time of DSP.

- (8) During the construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Future plans should indicate, intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.

Comment: This is noted and will be enforced at the time of DSP.

1. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated May 1, 2017, WSSC provided standard comments on the CSP regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, and meters. These issues must be addressed at the time of permits for site work.
11. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP, if approved with the proposed conditions below, represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
12. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a CSP:

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).

Comment: The Environmental Planning Section noted that there does not appear to be any regulated environmental features on the subject property, however, additional information is required to be provided in order to determine if there is 100-year floodplain on the site. Additional review of any potential impacts will be required in future approvals.

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 Conceptual Site Plan CSP-16003 and Type 1 Tree Conservation Plan TCP1-026-91-04 for Matapeake Parcels 7, 8 and 9, subject to the following conditions:

1. Prior to certificate of approval of the conceptual site plan (CSP), the following revisions shall be made to the CSP, or information shall be provided:
 - a. Include additional sidewalk segments within the multifamily development to complete the pedestrian system.
 - b. Indicate the ultimate 100-foot-wide master-planned right-of-way of Matapeake Business Drive on the plan, that requires an additional 15 feet of right-of-way along the site's frontage.
 - c. Obtain approval of a valid Natural Resources Inventory plan that includes Parcels 7, 8 and 9.
 - d. Delineate the correct regulated environmental features, including any Primary Management Area, as shown on a valid Natural Resources Inventory plan, on the CSP and TCP1.
 - e. Revise the CSP to label the existing 100-year floodplain adjacent to the site.
 - f. Revise the TCP1 as follows:

- (1) The plan shall be revised to show the correct delineation of the Primary Management Area based on a valid Natural Resources Inventory Plan.
 - (2) If the 100-year floodplain is found to be more extensive in area, no woodland conservation shall be credited within the 100-year floodplain, and the woodland conservation worksheet shall be adjusted to reflect the additional floodplain area.
 - (3) The note under the woodland conservation worksheet shall be revised as necessary to reflect the “additional off-site woodland conservation credits required.”
 - (4) Note 11 shall be revised to reflect the conceptual stormwater management concept approval letter number for the development.
 - (5) After the revisions are made, revise any calculations, note or tables that are affected.
 - (6) Have the revised TCP1 signed and dated by the Qualified Professional who prepared it.
2. 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.
3. Prior to approval of a detailed site plan (DSP) for the project, 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 reconstructed to meet current Department of Public Works & Transportation (DPW&T) specifications and standards, unless modified by the Department of Permitting, Inspections and Enforcement (DPIE).
 - b. The location, type and number of bike parking spaces at each of the multifamily buildings will be determined.