



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Development Review Division  
301-952-3530

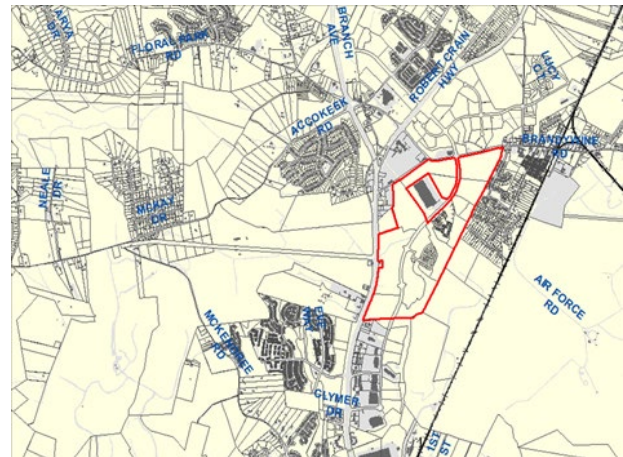
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## Specific Design Plan Departure from Parking and Loading Spaces Timothy Branch - Allora Crossing

**SDP-1701-04**  
**DPLS-477**

REQUEST	STAFF RECOMMENDATION
<b>SDP:</b> Development of 243 multifamily dwelling units in the RM-5 pod of the Villages at Timothy Branch.	APPROVAL with conditions
<b>DPLS:</b> Departure to allow for a reduction of 138 parking spaces.	APPROVAL

<b>Location:</b> On the south side of MD 381 (Brandywine Road), approximately 1,000 feet east of its intersection with Short Cut Road	
Gross Acreage:	322.41
Zone:	L-A-C/R-M/M-I-O
Dwelling Units:	243
Gross Floor Area:	N/A
Planning Area:	85A
Council District:	09
Election District:	11
Municipality:	N/A
200-Scale Base Map:	218SE07, 219SE07, and 220SE07; 218SE08 and 219SE08.
<b>Applicant/Address:</b> Maple Multi-Family Land SE, L.P. 1530 Wilson Boulevard, Suite 330 Arlington, VA 22209	
<b>Staff Reviewer:</b> Adam Bossi <b>Phone Number:</b> 301-780-8116 <b>Email:</b> Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	06/11/2020
Planning Board Action Limit:	06/24/2020
Staff Report Date:	05/27/2020
Date Accepted:	04/14/2020
Informational Mailing:	01/02/2020
Acceptance Mailing:	03/27/2020
Sign Posting Deadline:	05/12/2020

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION  
  
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT:        Specific Design Plan SDP-1701-04  
                  Departure from Parking and Loading Spaces DPLS-477  
                  Type 2 Tree Conservation Plan TCP2-068-93-06  
                  Timothy Branch - Allora Crossing

The Urban Design staff has reviewed the specific design plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions of the specific design plan, and APPROVAL of the departure from parking and loading spaces, as described in the Recommendation section of this report.

**EVALUATION**

This amendment to a specific design plan and departure from parking and loading spaces was reviewed and evaluated for conformance with the following criteria:

- a.        The requirements of Zoning Map Amendment (Basic Plan) A-9987-C;
- b.        The requirements of the Prince George's County Zoning Ordinance in the Residential Medium Development (R-M) Zone and site design guidelines;
- c.        The requirements of Comprehensive Design Plan CDP-0902 and its amendment;
- d.        The requirements of Preliminary Plan of Subdivision 4-09003;
- e.        The requirements of Specific Design Plan SDP-1304;
- f.        The requirements of Specific Design Plan SDP-1701 and its amendments;
- g.        The requirements of the 2010 *Prince George's County Landscape Manual*;
- h.        The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- i.        The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- j.        Referral comments.

## FINDINGS

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

- 1. Request:** This application is for approval of a specific design plan (SDP) for development of 243 multifamily dwelling units in residential module RM-5, as the third phase of residential development of the Villages of Timothy Branch. The companion Departure from Parking and Loading Spaces DPLS-477 requests a reduction of 138 parking spaces.
- 2. Development Data Summary:**

	EXISTING	PROPOSED
Zones	L-A-C/R-M/M-I-O	L-A-C/R-M/M-I-O
Use	Vacant	Multifamily Residential
Gross Total Acreage	322.41	322.41
R-M Zone	250.15	250.15
L-A-C Zone	72.26	72.26
<b>Total Dwelling Units in SDP-1701-04</b>	<b>0</b>	<b>243</b>
Multifamily	0	243

### OTHER DEVELOPMENT DATA:

#### PARKING – RM-5

	REQUIRED	PROPOSED
162 One Bedroom Apartments (2.0 spaces per unit)	324	324
81 Two Bedroom Apartments (2.5 spaces per unit)	203	65
Total	527	389*

#### PARKING SPACE DETAILS – RM-5

PARKING SPACE SIZES	PROPOSED
9.5' x 19' (Standard)	248
8' x 19' (Non-standard/compact)	70**
8' x 16.5' (Compact)	50
8' x 19' Accessible with 5' access aisle	2
8' x 19' Van-accessible with 8' access aisle	19

**Notes:** \*DPLS-477 is a companion with this SDP and requests to provide 138 fewer parking spaces for the development than required; for an overall parking ratio of 1.6 spaces per unit.

\*\*Up to one-third of the parking spaces may be compact. Parking spaces sized 8 feet by 19 feet are counted as compact. A total of 120 compact spaces are provided, which is less than the one-third (129) allowed.

3. **Location:** The subject pod, RM-5, is located in the southwestern corner of a larger development known as the Villages at Timothy Branch, which is located on the south side of MD 381 (Brandywine Road), approximately 1,000 feet east of its intersection with Short Cut Road. The subject property is in Planning Area 85A, Council District 9.
4. **Surrounding Uses:** The entire Timothy Branch property consists of 322.41 acres and is bounded to the north by MD 381; to the northwest by Short Cut Road; to the east by the Timothy Branch Stream Valley; to the south by vacant land in the Mixed Use-Transportation Oriented (M-X-T) and Heavy Industrial Zones, and a commercial development in the Commercial Shopping Center (C-S-C) Zone; and to the west by US 301 (Robert Crain Highway), a single commercial parcel zoned Commercial Miscellaneous, and three parcels in the Light Industrial (I-1)-zone along the US 301 frontage. In addition, there is an internal parcel (Parcel E) located in the central northern portion of the property, which is split-zoned Planned Industrial/Employment Park (I-3) and Employment and Institutional Area (E-I-A) and is developed as an existing warehouse. The 72.26-acre Local Activity Center-zoned (L-A-C) portion of the property is in the northeastern corner, just south of MD 381, and the 250.15-acre, Residential Medium Development-zoned (R-M) portion is located in the south, abutting US 301. The residential development included in this SDP is in the R-M Zone only.

The RM-5 development is bound by an undeveloped portion of RM-4 to the north, the right-of-way (ROW) of Mattawoman Drive to the east, the ROW of US 301 to the west, and a golf cart business in the C-S-C Zone and undeveloped land in the M-X-T Zone to the south.

5. **Previous Approvals:** Zoning Map Amendments (Basic Plans) A-9987-C and A-9988-C were approved by the Prince George's County District Council on July 11, 2008, rezoning the property from the I-3 and E-I-A Zones to the L-A-C and R-M Zones, subject to 12 conditions and one consideration. The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* retained the subject property in the R-M and the L-A-C Zones.

The Prince George's County Planning Board approved Comprehensive Design Plan CDP-0901 for the L-A-C-zoned portion on October 7, 2010 (PGCPB Resolution No. 10-111). The District Council elected to review the case on November 14, 2011 and issued an Order of Approval on January 23, 2012, subject to 46 conditions. Subsequently, the applicant requested a reconsideration of the decision, which was reviewed and approved by the Planning Board on March 19, 2015. The final resolution (PGCPB Resolution No. 10-111(A)), including 38 conditions, was adopted by the Planning Board on the same day.

The Planning Board approved CDP-0902 for the R-M-zoned portion on October 7, 2010 (PGCPB Resolution No. 10-110). The District Council elected to review the case on November 14, 2011. The District Council remanded the case to the Planning Board on January 23, 2012, and the case was reapproved by the Planning Board on April 5, 2012. The District Council reviewed the revised approval and issued an Order of Approval on November 4, 2013, subject to 50 conditions. Subsequently, the applicant requested a reconsideration of the decision, which was reviewed and approved by the Planning Board on March 19, 2015. The final resolution (PGCPB Resolution No. 10-110(A)) including 42 conditions, was adopted by the Planning Board on the same day. The Planning Board approved CDP-0902-01 on May 14, 2020 with revisions to residential development standards and recreational facility requirements. The March 17, 2020 Prince George's County Council issuance of CR-10-2020, *An Emergency Resolution Concerning Emergency*

*Operations-Public Meetings, Sessions and Hearings* postponed all actions of the District Council, so they have not yet had the opportunity to elect or waive their right to review the application. A final order or waiver from the District Council is not expected until at least June 2020.

The Planning Board approved Preliminary Plan of Subdivision (PPS) 4-09003 covering the entire Timothy Branch project on October 28, 2010 (PGCPB Resolution No. 10-117). The applicant's request for a reconsideration of this decision was granted and, on April 5, 2012, the Planning Board heard testimony regarding the reconsideration and approved 4-09003, subject to the 32 conditions contained in PGCPB Resolution No. 10-117(A/1).

The Planning Board approved SDP-1304 on October 23, 2014 (PGCPB Resolution No. 14-116) for rough-grading, dedication, and construction of Mattawoman Drive, installation of stormwater management (SWM) features, and construction of a sound attenuation berm along a portion of US 301. The current proposed site development has an approved SWM Concept Plan, 11355-2009-02 dated January 24, 2020.

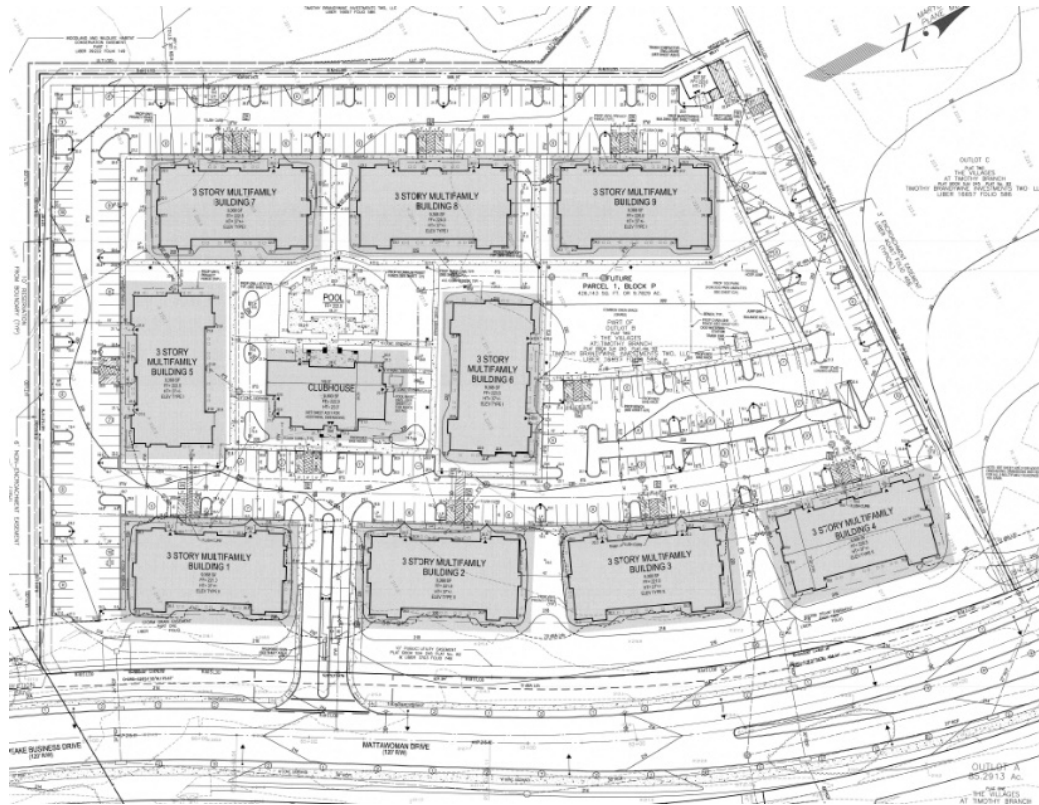
The Planning Board approved SDP-1701 on September 14, 2017 (PGCPB Resolution No. 17-119) for the first phase of residential development of the R-M Zone portion of Timothy Branch. The SDP included 323 dwelling units, inclusive of 39 single-family detached, 18 single-family semidetached, 194 single-family attached (townhouses), and 72 two-family attached (two-over-two) dwelling units.

Two amendments to SDP-1701 have since been approved. The first, SDP-1701-01, was approved by the Planning Board on July 12, 2018 (PGCPB Resolution No. 18-64) for additional architectural models and to modify the maximum allowed lot coverage within the Phase 1 development area. The second amendment, SDP-1701-02, was approved by the Planning Director on May 4, 2020 to add a new architectural model and modify a previously approved architectural model.

6. **Design Features:** The subject SDP is for Phase 3 of the residential development of the Villages at Timothy Branch. The area of impact in this phase is in the southwestern portion of the larger 322.41-acre property, entirely within the R-M-zoned portion. The previously approved SDP-1304 for infrastructure includes the construction of the main public spine road, Mattawoman Drive, through the property, which will provide access to the residential units in this SDP. Development in this phase is in the area designated as Residential Module 5 (RM-5) by CDP-0902. This naming convention is carried over from the CDP into Timothy Branch's residential SDP-1701 and subsequent amendments, including the subject SDP.

The proposed development consists of nine residential apartment buildings, a centrally located clubhouse and recreational features, a maintenance shed, and associated site features. The layout of the site provides Buildings 1 through 4 adjacent to, and oriented parallel to Mattawoman Drive. Interior to the south-central portion of the site, is a clubhouse and pool complex, with Buildings 5 and 6 located to its south and north respectively, and Buildings 7 and 8 sited to the west of the pool. Building 9 is in the northwestern portion of the site, north of Building 8, with a dog park and open space provided to its east. A single driveway with a median connects to Mattawoman Drive at the southeast corner of the site, between Buildings 1 and 2. The location of the driveway will provide those entering the site with a view of the clubhouse. Parking lots wrap the

southern, western, and northern perimeter of the site, with additional parking shown through the east-central portion of the site. DPLS-477 has been requested to reduce the number of parking spaces normally required for the development. A small maintenance building is provided in the northwest corner of the property adjacent to a trash enclosure. Sidewalks are provided internal to the site and connecting to the sidewalk on the west side of Mattawoman Drive.



**Figure 1: Site Layout**

The nine residential apartment buildings are proposed to be of the same general design and layout. Each building is 9,368 square feet in size, three stories in height, and topped with gabled roofs clad in composite shingles. Façades are to be clad with brick veneer and fiber cement lap siding. Side elevations of all buildings will include 80 percent brick veneer and rear elevations will incorporate 76 percent brick veneer. Two types of front façade treatments are provided, with Type 1 including 70 percent brick veneer and Type 2 including 84 percent brick veneer.



**Figure 2: Typical Multifamily Building Elevation**

The 5,900-square-foot clubhouse and pool complex are the main, private on-site recreational amenities provided for residents of RM-5. These features are in the south-central portion of the site in a courtyard area framed by Buildings 5, 6, 7, and 8. Interior amenities of the clubhouse include a fitness room, a 42-space bicycle storage room, and a function space. The outdoor pool is located adjacent to the clubhouse. A concrete patio surrounds the pool and a sidewalk connects the area with the clubhouse. Two grill stations are provided at the pool area as well. A decorative aluminum fence and landscaping is provided around the pool area, which serve to screen it from the surrounding residential buildings. Additional recreational amenities provided on-site include a dog park and adjacent open space, both located north of Building 6. The clubhouse building is proposed as a single-story with a sloped roof clad with composite shingles. The façades of the clubhouse are faced with a white chalk stone veneer and fiber cement lap siding in gray. Timber frame supported canopies are provided at the front and rear entrance to the building and add visual interest to the design.



**Figure 3: Clubhouse Elevation**

A single monument sign is provided on the driveway median island. The sign area is 25.4 square feet and materials specified are brick and stone veneer. Exterior lighting is provided around common spaces and parking lots throughout RM-5 at sufficient levels. A detail is provided regarding exterior lights, but it was unclear if cut-off optics are provided. A condition is included in the Recommendations section to clarify that full cut-off optics are utilized.



7. **Zoning Map Amendment (Basic Plan) A-9987:** A-9987-C was approved by the District Council on July 11, 2008 subject to 12 conditions and one consideration. The following are applicable to the review of this SDP:

**Land Use Types and Quantities:**

**A-9987:**

<b>Total area:</b>	<b>262± acres</b>
<b>Land in the 100-year floodplain:</b>	<b>19 acres</b>
<b>Adjusted gross area:</b>	<b>243 acres</b>
<b>Density permitted under the R-M Zone:</b>	<b>3.6–5.7 du/ac</b>
<b>Permitted Dwelling Unit Range</b>	<b>874.8–1385.1 du</b>

**Proposed Land Use Types and Quantities:**

**One-family detached, townhouse, one-family attached, two-family attached (two-over-two), and multifamily and recreational facilities.**

Conformance with these requirements was found at the time of CDP approval. The subject SDP proposes 243 dwelling units within the R-M-zoned portion of land governed by A-9987. Combined with the 323 units approved by SDP-1701, and 251 units proposed in SDP-1701-03, for a total of 817, the density proposed at this time is 3.36 dwelling units per acre, which falls below the approved range. This SDP proposes only multifamily development, in conformance with A-9987.

**Conditions**

3. **The applicant shall construct the Master Plan hiker-biker-equestrian trail along the subject site's entire segment of Timothy Branch either within M-NCPPC parkland or within HOA land within a public use trail easement. Trail connectors should be provided from the Master Plan trail to adjacent development envelopes.**

Conformance with this condition was found at the time of CDP. The master-planned trail is not located within or adjacent to the RM-5 development pod.

5. **The applicant shall provide standard sidewalks along both sides of Mattawoman Drive, unless modified by DPW&T.**

Sidewalks along Mattawoman Drive were addressed with the SDP-1304 approval for infrastructure. The subject SDP shows a 5-foot-wide sidewalk along the west side of Mattawoman Drive, adjacent to RM-5.

6. **The applicant shall provide standard sidewalks along both sides of all internal roads, unless modified by DPW&T. The sidewalk and trail network will be evaluated in detail at the time of Preliminary Plan and Specific Design Plan. Trail connectors may be warranted to the proposed recreation center and park/school site.**

Standard sidewalks are shown at appropriate locations on-site. Sidewalk connections from the site are made to the sidewalk on the west side of Mattawoman Drive. Sidewalks are also provided on the fronts of Buildings 1 through 4, and on all sides of Buildings 5 through 9 and clubhouse. Trails are provided on the east side of Mattawoman Road, outside the RM-5 development pod.

**10. Woodland conservation that is required by the Woodland Conservation Ordinance shall be provided on-site to the greatest extent possible.**

A revised Type 2 Tree Conservation Plan (TCP2-068-93-06) was submitted with the current application for RM-5. The TCP2 proposes to meet approximately 77 percent of the overall requirement onsite.

**8. Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the R-M Zone of the Zoning Ordinance. Since no development is proposed within the L-A-C or Military Installation Overlay Zone portions of the property by this SDP amendment, conformance with those requirements is not required at this time.

- a. The subject application is in conformance with the applicable requirements of Section 27-507, Purposes; Section 27-508, Uses; and Section 27-509, Regulations, of the Zoning Ordinance, governing development in the R-M Zone.
- b. Section 27-528 of the Zoning Ordinance sets forth the following criteria for approval of an SDP:

**(a) Prior to approving a Specific Design Plan, the Planning Board shall find that:**

- (1) The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable regulations for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zone, if any portion lies within one-half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulations set forth in Section 27-480(d) and (e);**

The subject plan conforms to the requirements of CDP-0902 and its amendment, as discussed in Finding 9 below, and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements, as detailed in Finding 13. This SDP does not propose townhouse development.

- (1.1) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies all requirements for the use in Section 27-508 of the Zoning Ordinance;**

The SDP does not contain property designated as a regional urban community.

- (2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program, provided as part of the private development or, where authorized pursuant to Section 24 124(a)(8) of the County Subdivision Regulations, participation by the developer in a road club;**

The subject property of Villages at Timothy Branch is governed by an approved and valid PPS 4-09003, that meets the adequacy test for the required transportation facilities serving this development through conditioned traffic improvements and contribution to the Brandywine Road Club. In addition, the development will be served with adequate public facilities including water, sewer, schools, and fire and rescue services.

The response time standards established by Section 24-122.01(e) of the Prince George's County Subdivision Regulations is 10 minutes for emergency calls (priority) and 25 minutes for non-emergency calls (non-priority). The test is applied on the date the application is accepted or within the three monthly cycles following acceptance, pursuant to Section 24-122.01(e)(2). The specified criteria must be met in one of the four cycles or mitigation will be required. The times are based on a rolling average for the preceding 12 months. The SDP was accepted for processing by the Prince George's County Planning Department on April 6, 2020. The response time standards of 10 minutes for priority calls failed at acceptance and the following May cycle, and passed the 25 minutes for non-priority calls.

As such, the development will not be served by adequate public facilities (for police emergency service only) and a public safety mitigation agreement is required, and associated fee must be contributed, as conditioned herein.

- (3) Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties;**

SWM Concept Approval Letter and Plan 11355-2009-00 extended on May 9, 2017 and valid through May 9, 2020 was submitted with this application, which included sixteen conditions of approval and six additional traffic safety comments. Technical SWM management

design is subject to approval by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). Final technical plans were previously approved. Therefore, adequate provision has been made for draining surface water and ensuring that there are no adverse effects on the subject property or adjacent properties.

**(4) The plan is in conformance with an approved Type 2 Tree Conservation Plan; and**

The Environmental Planning Section determined that the proposed development is in conformance with the revised TCP2-068-93-06 submitted with the current application, subject to several technical corrections, as included in the Recommendation section of this report.

**(5) The plan demonstrates that the regulated environmental features are preserved and/or restored to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

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 TCP2 submitted with the current application. The primary management area impacts shown on the SDP and TCP2 plan are consistent with those approved with PPS 4-09003, SDP-1304, and SDP-1701.

- c. **Departure from Parking and Loading Spaces DPLS-477:** The applicant requires a departure from Section 27-568(a) of the Zoning Ordinance for a reduction in the number of parking spaces. As detailed in Finding 2, the proposed development is required to provide 527 parking spaces and the applicant has proposed 389 spaces, for a reduction of 138 parking spaces. The multifamily development includes 162 one-bedroom units, for which 2.0 spaces are required per unit, and 81 two-bedroom units, for which 2.5 spaces are required per unit. The applicant proposes a parking ratio of 1.6 spaces per unit for the entire development. The applicant has submitted a statement of justification to address the required findings for the Planning Board to grant the departure in Section 27-588(b)(7) of the Zoning Ordinance, as follows:

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

**(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

The applicant has provided justification to show the proposed parking ratio is sufficient to serve the parking needs of RM-5 and protect the residential character of the development.

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

The site is relatively small and constrained by a wide build-to line requirement along Mattawoman Drive. The departure is the minimum necessary to ensure an adequate level of parking is provided, while appropriate space is dedicated to other required needs, including landscaping and recreational amenities.

- (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;**

Special circumstances impacting the site are the wide build-to line requirement associated with US 301 to the west and Mattawoman Drive to the east, and nearby environmental features. The combination and size of these features make the site worthy of special consideration. In addition, the applicant provided data from other nearby apartment complexes to show lower parking ratios satisfactorily served the needs of similar developments.

- (iv) **All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

All methods for calculating the number of spaces required have been found to be impractical.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

The existing network of nearby public streets and private alleys is not conducive to on-street parking. RM-5's location at the southwest corner of the Timothy Branch development also makes it less convenient for future residents to park off-site.

Based on the analysis above, staff recommends that the Planning Board approve DPLS-477, to allow a reduction of 138 parking spaces.

9. **Comprehensive Design Plan CDP-0902, as amended:** CDP-0902, for the R-M-zoned portion of the subject property, was originally approved by the Planning Board on October 7, 2010 (PGCPB Resolution No. 10-110). It was then remanded by the District Council to the Planning Board on January 23, 2012, and the case was reapproved by the Planning Board on April 5, 2012. The District Council elected to review the remand, and issued an order affirming the Planning Board's approval on November 4, 2013, subject to 50 conditions. Subsequently, the applicant requested a reconsideration to the decision, which was reviewed and approved by the Planning Board on March 19, 2015. The final resolution, including 42 conditions, was adopted by the Planning Board on March 19, 2015

(PGCPB Resolution No. 10-110(A)). An amendment, CDP-0902-01, was approved on May 14, 2020 (PGCPB Resolution No. 2020-64). The conditions of approval are applicable to the review of the subject SDP and warrant discussion, as follows:

1. **All conditions of approval of Basic Plan A-9987 shall remain in full force and effect.**

The subject SDP is in conformance with the applicable conditions of approval of A-9887, as discussed in Finding 7.

2. **The total areas within the L-A-C zone (CDP-0901) and the R-M zone (CDP-0902) comprise a combined total trip cap of 1,269 trips in the AM and 1,775 trips in the PM. If the densities of the L-A-C zone or the R-M zone are modified for any reason, trips may be re-allocated between these two zones (CDP-0901 & CDP-0902) such that the overall trip cap of 1,269 AM and 1,775 PM trips is not exceeded.**

This condition sets an overall trip cap for the whole of the Villages at Timothy Branch (covered by CDP-0901 and CDP-0902). Combined with development previously approved, the subject SDP is within the trip cap, as demonstrated in the table below:

Trip Generation Summary: SDP-1701-04: Timothy Branch								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Current Proposal								
SDP-1701-04 Multifamily	243	units	24	102	126	95	51	146
Total: Current Proposal			24	102	126	95	51	146
Other Approvals and Pending Proposals								
SDP-1701-01 Single-Family Detached	39	units	6	23	29	23	12	35
SDP-1701-01 Townhouse	212	units	30	118	148	110	60	170
SDP-1701-01 Two Over Two	72	units	10	40	50	38	20	58
SDP-1701-03 Single-Family Detached	125	units	19	75	94	74	39	113
SDP-1701-03 Townhouse	126	units	18	70	88	66	35	101
Total Trips for Approved/Pending Proposals			83	326	409	311	166	477
Total Trips Including Current Proposal			107	428	535	406	217	623
Trip Cap: Per CDP-0901/CDP-0902/4-09003					1,269			1,775

The proposal of SDP-1701-04 is within the established trip cap for Timothy Branch.

3. **A minimum 50-foot building restriction line (BRL) as measured from the ultimate right-of-way of Mattawoman Drive shall be provided on the Specific Design Plan (SDP) unless it is determined that a lesser BRL provides sufficient area to adequately buffer the dwellings from the roadway.**

The required 50-foot minimum building restriction line (BRL) is provided. Buildings 1 through 4 are located along, but beyond, the BRL associated with Mattawoman Drive. The design conforms to this requirement.

4. **A minimum 200-foot building restriction line (BRL) as measured from the ultimate right-of-way of US 301 shall be provided on the specific design plan (SDP) for multifamily buildings unless it is deemed that a lesser BRL provides sufficient area to adequately buffer the dwellings from the roadway. The minimum width of building restriction lines for other residential product types along US 301 shall be determined at the time of SDP and the Phase II Noise Study shall be considered in the determination of establishing the building restriction lines.**

The subject application proposes multifamily development in RM-5. The 200-foot BRL from US 301 is shown on the site plan with the development of RM-5 located outside of it. Further, as provided in SDP-1304 for infrastructure, a sound attenuation berm is provided between the residential development in RM-5 and US 301. A Phase II Noise Study was submitted and considered as part of this application.

5. **Prior to certificate of approval of the subject comprehensive design plan:**

- c. **Revise the development standard chart in the text and on the plan as follows:**

**The following standards shall apply to the development. (Modifications to the standards may be permitted on a lot-by-lot basis by the Planning Board at the time of specific design plan if circumstances warrant.)**

<b>RESIDENTIAL USES—R-M ZONE<sup>1</sup></b>					
	<b>One-family detached 6,000 sq. ft.</b>	<b>Two-family attached N/A</b>	<b>Single-family semidetached<sup>8,9</sup> 3,600 sq. ft.</b>	<b>Single-family attached<sup>3,8,9</sup> 1,800 sq. ft.</b>	<b>Multifamily N/A</b>
<b>Minimum Net Lot Area</b>					
<b>Minimum frontage at street R.O.W</b>	60	N/A	36 feet	20 feet	N/A
<b>Minimum frontage at Front B.R.L.</b>	60	N/A	36 feet	20 feet	N/A
<b>Minimum frontage – corner lot</b>	70	N/A	40 feet	30 feet	N/A
<b>Maximum Lot Coverage (%)</b>	30	35 <sup>4</sup>	35	35 <sup>4</sup>	50 <sup>4</sup>
<b>Minimum building setback from Mattawoman Drive</b>	50 feet	50 feet	50 feet	50 feet	50 feet
<b>Minimum building setback from Robert Crain Highway (US 301)</b>	TBD <sup>10</sup>	TBD <sup>10</sup>	TBD <sup>10</sup>	TBD <sup>10</sup>	200 feet <sup>10</sup>
<b>Minimum front setback<sup>5</sup></b>	25	N/A	20 feet	3, 6	7
<b>Minimum side setback<sup>5</sup></b>	10	N/A	10 feet	6	7
<b>Minimum rear setback<sup>5</sup></b>	20	N/A	20 feet	6	7
<b>Minimum side setback to street<sup>5</sup></b>	25	N/A	20 feet	6	7
<b>Maximum residential building height<sup>11</sup></b>	40	55 feet	45 feet	45 feet	80 feet
<b>Maximum percentage of total units</b>	N/A	N/A	N/A	50 <sup>2</sup>	25 <sup>2</sup>
<b>Minimum frontage on cul-de-sac</b>	40	N/A	N/A	N/A	N/A

<sup>1</sup> All parking is governed by Part 11 of the Zoning Ordinance.

<sup>2</sup> Variance requested from the maximum townhouse and multifamily dwelling unit percentage, which allows a maximum 30 and 10 percent respectively of units in the R-M Zone.

<sup>3</sup> Applies to both front and rear loaded garage townhouses. Rear-load garage townhomes shall have a minimum 25-foot front yard setback in order to reduce the length of the driveway.

<sup>4</sup> This percentage is for building coverage (and not for lot coverage) of the overall net tract area

<sup>5</sup> Stoops and/or steps may encroach into yard area.

<sup>6</sup> Minimum yard area of 800 square feet to be allocated for front, side, or rear yard. May be reduced to 500 square feet for providing stoops, steps, and terraces which may project into yard area. Decks may project into rear yards only.

<sup>7</sup> For multifamily buildings, the minimum building setback along a street shall be 25 feet, except for Mattawoman Drive, which requires a 50-foot setback unless it is deemed that a lesser BRL provides sufficient area to adequately buffer the units.

<sup>8</sup> Fences and retaining walls up to six feet high may be constructed anywhere in a rear yard without meeting setback requirements.



<sup>9</sup> On lots consisting of one acre or less, fences in the front yard shall not be more than four feet high.

<sup>10</sup> The minimum building setback for one-family detached, two-family detached, single-family semidetached, single-family attached and multifamily from Robert Crain Highway (US 301) shall be determined at the time of SDP review.

<sup>11</sup> These height limits may be increased if a variance and/or modification is granted by the Planning Board at the time of SDP.

**ACCESSORY BUILDINGS—R-M ZONE**

<b>Maximum Lot Coverage (%)</b>	<b>25</b>
<b>Minimum setback from front street line</b>	<b>60 feet</b>
<b>Minimum setback from side lot line</b>	<b>2 feet</b>
<b>Minimum setback from rear lot line</b>	<b>2 feet</b>
<b>Corner lot - Minimum setback from side street line (along which an abutting lot fronts)</b>	<b>10 feet</b>
<b>Corner lot - Minimum setback from side street line (along which an abutting lot does not front)</b>	<b>7 feet</b>
<b>Maximum building height above grade</b>	<b>15 feet</b>
<b>Note: No accessory building shall be located closer to the street line than the main building.</b>	

CDP-0902-01 amended the development standard chart and associated footnotes by introducing one new development standard requiring a minimum distance between buildings for one-family detached and single-family semidetached dwellings, revised Footnote 3, added two footnotes to the development standards table, and amended seven specific standards applicable to one-family detached units, and two standards applicable to single-family semidetached units. The development standards chart provided with SDP-1701-04 conforms with the development standards chart, as amended by CDP-0902-01.

- d. **A note shall be added to the plans and the comprehensive design plan document shall be revised to include a note stating that the requirements of Section 4.7 of the Prince George’s County Landscape Manual shall be used as a starting point or minimum for the provision of an adequate separation between incompatible uses, at the perimeter of the site. The requirement may be increased as necessary so as to ensure compatibility between incompatible uses at the time of approval of the specific design plan.**

There are no incompatible uses located at the perimeter of the multifamily development proposed by this SDP. No buffering of incompatible uses is required.

- e. **The following Architectural Design Parameters shall apply and be revised in the CDP text:**

- (3) **All residential buildings with front elevations facing Mattawoman Drive shall have a full front façade of brick, stone or stucco (excluding**

**gables, windows, doors, and trim), or other masonry materials of equivalent quality as long as the buildings are within 100 feet of the Mattawoman Drive right-of-way.**

Buildings 1 through 4 of RM-5 are located within 100 feet of Mattawoman Drive, but front internally to the site. All façades of each building are predominantly clad with brick veneer.

- (6) Architecture for multifamily buildings shall be faced with at least 60 percent brick, stone, stucco or equivalent, or other masonry materials of equivalent quality. Elevations of multifamily buildings facing Mattawoman Drive and those that are determined at SDP to have highly visible corner facades shall be faced with a minimum of 80 percent brick, stone or stucco (excluding gables, bay windows, trim, and doors), or other masonry materials of equivalent quality.**

As reviewed in Finding 6, the architectural design of the proposed multifamily buildings provide brick veneer and fiber cement lap siding on all façades. Side elevations of all buildings will include 80 percent brick veneer and rear elevations will incorporate 76 percent brick veneer. Two types of front façade treatments are provided, with Type 1 including 70 percent brick veneer, and Type 2 including 84 percent brick veneer.

- (8) Side and rear walls of all residential buildings shall be articulated with windows, recesses, chimneys, or other architectural treatments. All residential endwalls shall have a minimum of two architectural features, except endwalls in highly visible locations, which shall be identified at the time of SDP, shall have additional architectural features creating a well-balanced composition.**

Architectural features provided on side or rear walls of the multifamily buildings include windows, open air stairwells, cross hipped style roof, and high percentage of brick veneer.

- (9) Trash enclosures made of high-quality building materials shall be used to screen trash dumpsters.**

Trash enclosures are designed with high-quality building materials that will complement the architecture and materials utilized in the multifamily buildings.

- 7. Prior to the approval of a specific design plan, a site development plan for stormwater management that details how the new stormwater management requirements will be met regarding the provision of environmental site design techniques, to the fullest extent practicable, will be required unless other stormwater management design approvals and/or waivers are granted by DPW&T.**

The SDP-1304 approval for infrastructure, including SWM, addressed this condition.

- 8. The TCPII for the subject property shall demonstrate that the requirements of the Woodland and Wildlife Habitat Conservation Ordinance are provided on-site through preservation or afforestation to the fullest extent possible, consistent with the desired pattern of development and densities indicated in the General Plan. If off-site mitigation is required, it shall be provided within the Mattawoman watershed.**

The TCP2 proposes to meet 75.38 acres of the overall 103.26-acre requirement on-site. The previously approved TCP2 plan proposes off-site mitigation as part of Phase 2. Phasing was eliminated from the plan by the approval of TCP2-68-93-04 and the off-site requirement was fully met within the Mattawoman watershed with the previously issued grading permit.

- 12. Prior to acceptance of an SDP, a plan and proposal for the type, location, and timing of any required PMA mitigation, associated with the SDP, shall be submitted.**

This condition has been addressed. A nontidal wetland mitigation area of 3.5 acres was previously protected on the site, as required. This was 1.26 acres more than the wetlands mitigation permitting requirement. No additional impacts are proposed with this SDP.

- 13. A variance for the removal of Specimen Tree No. 3 shall be applied for and approved with the appropriate SDP application and associated TCPII.**

This condition was addressed with SDP-1304 and TCP2-068-93-01.

- 14. Prior to approval of TCPII which proposes to credit as woodland conservation planting occurring with a stormwater management easement, an approved Site Development Stormwater Management Plan shall be submitted to the Planning Department which indicates that the planting areas proposed have been approved by the Department of Public Works and Transportation regarding the location, size, and plant stocking proposed. No afforestation or preservation area can be shown within 15 feet of the toe of the embankment, or as determined by the Department of Public Works and Transportation or the Soil Conservation District.**

The proposed SWM for the site received final technical approval. The approval by DPIE was in coordination with the Prince George's County Department of Public Works and Transportation, who provided written approval of woodland planting within the SWM easement. The technical plan shows woodland planting within the easements of ponds 1, 2A, and 4. All SWM easements are delineated and labeled on the SDP and TCP2, in accordance with the approved final technical plan, and afforestation/reforestation within the SWM easements have been credited as on-site woodland conservation.

- 16. All future SDPs and associated TCPIIs shall include a tree canopy coverage (TCC) schedule indicating how the TCC requirements have been fulfilled for the subject application.**

The submitted SDP includes a schedule stating that the tree canopy coverage (TCC) requirement for the site is 46.53 acres, which has been satisfied by the 78.84 acres of on-site woodland conservation.

- 17. At time of specific design plan application for residential units in the R-M zone, a Phase II noise study shall be submitted for review. The Phase II Noise Study shall address how noise impacts to the residential units will be mitigated to provide interior noise levels of 45 dBA Ldn or less and exterior noise levels of 65 dBA Ldn or less within outdoor activity areas based on the final site design. The approval of architecture at time of SDP shall also demonstrate how the proposed structures are in conformance with the noise mitigation measures recommend in the Phase II noise report for interior residential uses.**

The Phase II Noise Study for RM-5 showed all multifamily buildings, with the exception of Building 6, will be impacted by noise levels above 65 dBA Ldn. Buildings along Mattawoman Drive will be exposed to noise levels up to 71 dBA Ldn, and buildings closest to US 301 will be exposed to noise levels up to 68 dBA Ldn. Mitigation required to attenuate these noise levels to maintain indoor noise levels below 45 dBA is limited to the use of upgraded doors and windows where applicable. The following condition requires certification of the mitigation measures, prior to approval of a building permit.

- 18. Applications for building permits for residential uses within the 65 dBA Ldn noise contour shall contain a certification, to be submitted to M-NCPPC, prepared by a professional engineer with competency in acoustical analysis using the certification template. The certification shall state that the interior noise levels have been reduced through the proposed building materials to 45 dBA Ldn or less.**

This condition will be addressed prior to issuance of building permits.

- 19. All SDPs for the subject property shall demonstrate the use of full cut-off optics to ensure that off-site light intrusion into residential and environmentally-sensitive areas is minimized. At time of SDP, details of all lighting fixtures shall be submitted for review along with certification that the proposed fixtures are full cut-off optics and a photometric plan showing proposed light levels. The following note shall be placed on all future SDPs: "All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over."**

The subject application includes a detail of a lighting fixture and a photometric plan showing adequate street light levels provided. Light fixture details provided appear to show cut-off optics, but confirmation is necessary. A condition has been included in the Recommendation section for the proposed light fixture detail to be revised and required note added to the SDP.

- \*[24]20. Prior to approval of building permits by M-NCPPC for 50 percent of the residential dwelling units within CDP-0901 and CDP-0902, the applicant shall make a monetary contribution in the amount of**

**\$700,000.00 in 2015 dollars to The Maryland-National Capital Park and Planning Commission (M-NCPPC). M-NCPPC shall adjust the amount of the contribution using the Consumer Price Index (CPI) for inflation at the time of payment. The funds shall be used for the construction of recreational facilities in Brandywine Area Community Park (M-NCPPC), as determined by the Prince George's County Department of Parks and Recreation (DPR), to complement the facilities being provided at the Southern Area Aquatic and Recreational Complex.**

Combined, there are 817 total residential units that have been approved (323 approved in RM-1 and RM-2) and/or currently proposed (251 units proposed in RM-3 and RM-4 by SDP-1701-03) and 243 units proposed by the subject SDP. The two CDPs provide for a total 1,200 residential units. Conformance with this requirement will need to be demonstrated, prior to approval of the 600th building permit for the overall residential development in Timothy Branch.

- \*[28]~~21~~.**      **The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities on-site in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**

The proposed private recreational facilities have been reviewed and are found to be adequate, in accordance with previous approvals and the *Park and Recreation Facilities Guidelines*. CDP-0902-01 provided for the relocation of a previously approved multiage playground from RM-5 to RM-4. In lieu of this facility, the applicant has provided a clubhouse, pool, and dog park on-site as additional private facilities for RM-5 residents only.

- \*[29]~~22~~.**      **The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division (DRD), M-NCPPC for adequacy, conformance to the *Park and Recreation Facilities Guidelines* and appropriateness of location during the specific design plan review.**

The proposed private recreational facilities have been reviewed and are found to be adequate and properly sited, in accordance with previous approvals and the *Park and Recreation Facilities Guidelines*.

- \*[31]~~24~~.**      **Include the following phasing for the on-site private recreational facilities within the CDP text and plan:**

<b>CDP-0902 - PHASING OF AMENITIES</b>		
<b>FACILITY</b>	<b>BOND</b>	<b>FINISH CONSTRUCTION</b>
7,500 sq. ft. multiage – RM1	Prior to the issuance of any residential unit permit	Complete by 200th overall* residential unit permit
7,500 sq. ft. multiage – RM3	Prior to the issuance of any residential unit permit within RM3	Complete by 450th overall residential unit permit
20,000 sq. ft. Open play area – RM 4	Prior to the issuance of any residential unit permit within RM4	Complete by 600th overall residential unit permit
Min. 4,200 square-foot Community building and 25 meter swimming pool – RM2	Prior to the issuance of 500th overall* residential unit permit	Complete by 750th overall residential unit permit
2,500 sq. ft. tot-lot – RM2	Prior to the issuance of 500th overall residential unit permit	Complete by 750th overall residential unit permit
5,000 sq. ft. per teen – RM2	Prior to the issuance of 500th overall residential unit permit	Complete by 750th overall residential unit permit
7,500 sq. ft. multiage – RM5	Prior to the issuance of any residential unit permit with RM5	Complete by 1,000th overall residential unit permit
Timothy Branch Stream Valley Trail <sup>1</sup> (approx. 5,600 L.F.) or other recreational trail	Prior to the issuance of any residential unit permit for the adjacent pod	Complete with adjacent pod Development
<p>It is occasionally necessary to adjust the precise timing of the construction of recreational facilities as more details concerning grading and construction details become available. Phasing of the recreational facilities may be adjusted by written permission of the Planning Board or its designee under certain circumstances, such as the need to modify construction sequence due to exact location of sediment ponds or utilities, or other engineering necessary. The number of permits allowed to be released prior to construction of any given facility shall not be increased by more than 25 percent, and an adequate number of permits shall be withheld to assure completion of all of the facilities prior to completion of all the dwelling units.</p> <p>* “Overall” means CDP-0901 (LAC Zone) and CDP-0902 (RM Zone)</p> <p>1 Unless the District Council amends the Basic Plan condition requiring the same</p>		

Two amendments impacting the provision of recreational facilities in the R-M Zone of Timothy Branch were approved by CDP-0902-01. The first updated the phasing table for the timing of provision of on-site private recreational amenities, as follows:

FACILITY	BOND	FINISH CONSTRUCTION
7,500 sq. ft. multiage – RM4	Prior to the issuance of any residential unit permit within RM4	Complete by 700th overall residential unit permit
20,000 sq. ft. Open play area – RM4	Prior to the issuance of any residential unit permit within RM4	Complete by 650th overall residential unit permit
7,500 sq. ft. multiage – RM3	Prior to the issuance of any residential unit permit within RM3	Complete by 775th overall residential unit permit

The second amendment relocated a previously approved 7,500 square-foot multiage playground from RM-5 to the centrally located 20,000-square-foot open play area within RM-4. The following condition was included in CDP--0902-01 to ensure RM-5 will be served by adequate on-site private recreational amenities:

**Private recreation facilities are to be provided in the multifamily RM-5 development, in addition to the eight facilities included in this CDP approval.**

As required by this condition of the CDP amendment, this SDP provides for a clubhouse with a fitness room and function space, pool and outdoor grilling areas, a dog park and open green space. This suite of recreational amenities is acceptable for RM-5.

- \*[34]27. Provide an eight-foot-wide, concrete hiker/biker trail on the east side of Mattawoman Drive (A-63) along the subject site's entire frontage between Brandywine Road and the southern property line in accordance with DPW&T standards for a concrete hiker/biker trail within an urban right-of-way (DPW&T Standard 100.18). The hiker/biker trail shall be connected to the Timothy Branch trail, if required, via an alternate configuration (DPW&T Standard 100.06) to accommodate two five-foot-wide bike lanes within the travel lanes of the primary street located between the commercial and residential development, with directional signage to the Timothy Branch trail. A five-foot-wide sidewalk shall also be provided on the west side of Mattawoman Drive. All hiker/biker trail locations, materials, signs, and other details shall be shown on the applicable specific design plan. Both the hiker/biker trail and the sidewalk shall be provided within the public right-of-way.**

The development subject of this SDP is on the west side of Mattawoman Drive, where a 5-foot-wide sidewalk is provided. Internal sidewalks are shown at appropriate locations on-site.

- \*[36]29. Provide four-foot-wide sidewalks along both sides of all internal residential roads (excluding alleys).**

Sidewalks are shown at all appropriate locations on-site. No residential roads are proposed in RM-5.

**\*[37]30. Indicate on the specific design plan the width of all of the on-road and off-road bikeways, sidewalks, and trails.**

**\*[38]31. At the time of specific design plan review, provide cross section details of the proposed sidewalks, on-road bike lanes, shared-use roads, and trails per SHA and DPW&T standards where applicable.**

Five-foot-wide sidewalks are shown on the SDP. On-road bike lanes and trails are not included in RM-5

**\*[39]32. Trails shall be shown no less than 20 feet from all private residential lot lines and/or 25 feet from all residential dwellings, excluding where trails connect with the internal road network, unless environmental constraints/impacts exist that make this impractical. The final trail location shall be reviewed at the time of SDP.**

Trails are not provided by the subject SDP in the RM-5 development areas.

**\*[43]36. Show bicycle parking spaces on the specific design plan at the recreational facilities and in the community buildings. These spaces should be located near the front entrances to the buildings and have access to bikeway and trail facilities.**

No commercial buildings are proposed. Bicycle parking is provided at recreational facilities and an internal bicycle storage room for resident use is provided at the clubhouse.

**\*[46]39. The applicant and/or the applicant's heirs, successors, or assignees shall contribute toward and participate in the construction of certain additional off-site transportation improvements as identified hereinafter. These improvements shall be funded and constructed through the formation of a road club that will include the applicant, the Montgomery Ward's Brandywine ,Distribution Center, the Brandywine Commerce Center, the Mattawoman-Brandywine Commerce Center, the Brandywine Business Park, the Brandywine/301 Industrial Park, the Hampton CDZ, and other property owners in the area designated as Employment Area "C" in the Subregion V Master Plan, as well as any properties along US 301/MD 5 between T.B. (the intersection of US 301 and MD 5 in Prince George's County) and Mattawoman Creek, and any other properties for which participation is deemed necessary by the Planning Board. For development on the subject property, the applicant's sole funding responsibility toward the construction of these off-site transportation improvements shall be the payment of the following:**



**For commercial buildings, a fee calculated as \$1.41 per gross square foot of space X (Engineering News-Record Highway Construction Cost index at time of payment) / (Engineering News-Record Highway Construction Cost Index for first quarter, 1993).**

**For each single-family detached unit, a fee calculated as \$1,306 x (Engineering News-Record Highway Construction Cost Index at time of payment) / (Engineering News-Record Highway Construction Cost Index for first quarter, 1993).**

**For each townhouse, duplex, two over two unit, a fee calculated as \$1,187 x (Engineering News-Record Highway Construction Cost Index at time of payment) / (Engineering News-Record Highway Construction Cost Index for first quarter, 1993).**

**For each multi-family unit, a fee calculated as \$886 x (Engineering News-Record Highway Construction Cost Index at time of payment) / (Engineering News-Record Highway Construction Cost Index for first quarter, 1993).**

**Payment is to be made in trust to the road club escrow agent and shall be due, on a pro rata basis, at the time of issuance of building permits. Prior to issuance of any building permit(s), the applicant shall provide written evidence to M-NCPPC that the required payment has been made.**

**The off-site transportation improvements to be constructed are set forth below. Construction of these improvements shall occur in the numerical sequence in which they appear. Each improvement shall be constructed if and only if sufficient funds for engineering, full design, and construction have been deposited into the road club escrow account by road club members or said funds have been provided by public agencies. The off-site transportation improvements shall include:**

- a. Widen US 301/MD 5 from a four-lane road to a six-lane road beginning at Timothy Branch (north of Cedarville Road) and extending northerly to the US 301/MD 5 interchange (at T.B.). The construction shall be in accordance with presently approved SHA plans.**
- b. Install a traffic signal at the A-63/Cedarville Road intersection, provided said signal is deemed warranted by DPW&T.**
- c. Make minor widening/striping improvements to the US 301/MD 5 interchange ramps.**
- d. Widen US 301 from a four-lane road to a six-lane road beginning at the T.B. interchange (US 301/MD 5) and extending northerly to a point approximately 2,500 feet north of MD 381.**

- e. **Reconstruct the traffic signal at US 301/MD 381.**
- f. **Install a traffic signal at the MD 381/A-63 intersection, provided said signal is deemed warranted by DPW&T and SHA.**
- g. **Provide a grade separation at the point the spine road crosses US 301 northeast of T.B.**
- h. **Reconstruct the traffic signal at MD 5/Brandywine Road.**
- i. **Construction of an interchange around US 301/MD 5 and Cedarville/McKendree Roads.**
- j. **Construction of an interchange around MD 5 and A-63 north of T.B.**
- k. **Construction of A-63 as a six-lane arterial roadway (where off site) between the US 301/MD 5/Cedarville Rd./McKendree Rd. intersection and MD 5 north of T.B.**
- l. **Widen US 301/MD 5 from a six-lane road to an eight-lane road beginning at the T.B. interchange (US 301/MD 5) and extending southerly to Mattawoman Creek.**
- m. **Widen MD 5 from a four-lane road to a six-lane road beginning at the T.B. interchange (US 301/MD 5) and extending northerly to a point approximately 2,500 feet north of the planned intersection with A-63.**

This condition requires payment to the Brandywine Road Club. The Timothy Branch project's participation in the Brandywine Road Club was further confirmed by CR-9-2017, which elevated the construction of Mattawoman Drive through the subject property to the top of the priority list. Pro-rata payments shall be required, in accordance with this condition at time of each building permit.

- \*[49]42. At the time of SDP review, the applicant may redesign Residential Module 5 to reconfigure the multifamily units to provide a central recreation or open space.**

RM-5 has been designed with nine multifamily buildings with centrally located recreational features, including a clubhouse and swimming pool, an open space area, and a dog park.

- 10. Preliminary Plan of Subdivision 4-09003:** The relevant PPS 4-09003 was originally approved by the Planning Board on October 28, 2010. Subsequently, the applicant requested a reconsideration, which the Planning Board heard and approved on April 5, 2012 (PGCPB Resolution No. 10-117(A/1)), subject to 32 conditions. Many relevant PPS conditions mirror those provided by CDP-0902. Responses provided to overlapping

conditions discussed under Finding 9 apply to both the CDP and PPS. The following conditions warrant discussion in relation to the subject SDP:

- † [23]16. **The applicant shall submit to DRD a performance bond, letter of credit, or other suitable financial guarantee for the construction of private recreational facilities in an amount to be determined by DRD, in accordance with the timing established in each SDP.**

CDP-0902 provided for eight total recreational facilities to be provided between development areas RM-1 through RM-5 of Timothy Branch. CDP-0902-01 relocated the previously approved recreational facility in RM-5 to RM-4 with the condition that RM-5 be served by some other recreational facility. The subject SDP provides for a clubhouse, pool, open space, and dog park in RM-5. These recreational facilities are above and beyond the eight required by the CDP and as such the applicant is not required to provide financial assurance for construction of the RM-5 recreational facilities.

- †[24]17. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the *Approved Subregion 5 Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- d. **A five-foot-wide sidewalk along the subject site's frontage of the entire west side of Mattawoman Drive (including the Matapeake Business Drive extension), unless modified by DPW&T.**
- e. **Medians and/or pedestrian refuges shall be indicated along Mattawoman Drive at the time of SDP, unless modified by DPW&T.**

Sidewalks and sidepaths along Mattawoman Drive were previously approved under SDP-1304. The subject SDP shows the appropriately sized and located sidewalk on the west side of Mattawoman Drive.

- f. **Standard sidewalks along both sides of all internal residential roads excluding alleys, unless modified by DPW&T.**

Sidewalks are shown at all appropriate locations on-site.

- g. **The location, width, and surface treatment shall be indicated for all bikeways, sidewalks, and trails at the time of SDP.**
- h. **Sidewalk, sidepath, and trail cross sections and details shall be provided at the time of SDP, consistent with current DPW&T and DPR standards and guidelines.**

The location, width, and surface treatment are provided in the subject SDP for sidewalks. Trails and bikeways are not proposed by this SDP.

- j. **Bicycle parking shall be shown at all commercial buildings and active recreational facilities at the time of SDP. The number and location of bicycle parking spaces shall be determined at that time.**

No commercial buildings are proposed in this phase of development, and bicycle parking is provided at proposed recreational facilities.

- l. **The need for additional facilities and amenities for pedestrians at transit stops will be evaluated at the time of SDP.**

No bus stops are currently located on or adjacent to the subject site. Future transit improvements may be appropriate on-site if the planned light rail/bus rapid transit is implemented in the corridor.

**†[26]19. The applicant shall develop and submit a phasing plan for the following improvements at the time of the initial specific design plan involving development within the subject property, and also shall submit any needed warrant studies related to condition c at this time. A status report for these improvements shall be submitted with each specific design plan within the property, with the transportation staff recommendation to be based upon a comparison of the status with the phasing plan. The staging of conditions a, b, and d shall be related to the timing of collection of Road Club fees (pursuant to Condition 27). Condition c would be implemented when the signal is deemed to be warranted and required by SHA.**

- a. **A third northbound through lane along US 301 through the MD 381 and the Mattawoman Drive intersections, beginning approximately 1,000 feet south of MD 381 and continuing approximately 2,500 feet north of MD 381. The elimination of left turns at the US 301/MD 381 intersection coincident with the construction of a northbound left-turn lane along US 301 at Mattawoman Drive shall be constructed by the applicant if required by SHA.**
- b. **A northbound left-turn lane along US 301 at Mattawoman Drive, subject to SHA approval.**
- c. **The signalization of the MD 381/Mattawoman Drive intersection, along with the addition of a westbound left-turn lane along MD 381 at Mattawoman Drive.**
- d. **The extension of Mattawoman Drive south of the subject property to connect to Matapeake Business Drive.**

The submitted phasing plan states that the CDP and PPS resolutions already allow Villages at Timothy Branch to move forward based solely on payment of the Brandywine Road Club fees, and the order

of construction is based upon the availability of funds and the phased construction of items, as required in CR-9-2017. The phasing for each item, as noted by the applicant, is described below:

- A third northbound through lane along US 301: This improvement is subject to the payment of fees through the Brandywine Road Club. Pursuant to the priority project listing within CR-9-2017, this improvement is a later priority, and higher priorities within CR-9-2017 would be constructed earlier, subject to available funding under the Brandywine Road Club.
- A northbound left-turn lane along US 301 at Mattawoman Drive: This improvement is subject to the payment of fees through the Brandywine Road Club. Pursuant to the priority project listing within CR-9-2017, this improvement is a later priority, and higher priorities within CR-9-2017 would be constructed earlier subject to available funding under the Brandywine Road Club.
- The signalization of the MD 381/Mattawoman Drive intersection, along with the addition of a westbound left-turn lane along MD 381 at Mattawoman Drive: The signalization is subject to warrants being met at the MD 381/Mattawoman Drive intersection. An initial signal warrant analysis has been done, and the signal warrant analysis will be redone upon completion of the full Mattawoman Drive connection from MD 381 to Matapeake Business Drive. This will allow the State to determine if the warrants are satisfied, and to make a decision on when the traffic signal should be installed. This is a reasonable timeframe for the completion of this improvement.
- The extension of Mattawoman Drive, south of the subject property to connect to Matapeake Business Drive: This improvement is subject to the payment of fees through the Brandywine Road Club. Pursuant to the priority project listing within CR-9-2017, this improvement is an earlier priority. The applicant is currently working with the County to complete the Mattawoman Drive connection from MD 381 to Matapeake Business Drive, and it is currently under construction (aerial photography confirms this). The applicant expects this connection to be open to traffic in late 2020. This is a reasonable timeframe for the completion of this improvement.

† [37]29. **For each individual specific design plan, the applicant shall provide an inventory of the existing quantities of uses (if any) in the development, expressed in cumulative square footage or number of the varying types of residential units and information as to the exact square footage/**

**number of units and types proposed, so that conformance with the overall approved land uses can be evaluated. Each plan of development shall also contain information demonstrating conformance to the density increment analysis completed in association with CDP-0901 and CDP-0902.**

The subject SDP provides tracking charts and notes with an inventory of total proposed development in this phase.

- † [38]**30.**      **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

This requirement is noted in the general notes on the SDP.

- † [40]**32.**      **Prior to the approval of any SDP for the Villages of Timothy Branch development, the applicant and the applicant's heirs, successors, and/or assignees shall work with Historic Preservation staff to develop names for the subdivision streets that reflect the history of the property, the adjacent Brandywine community, and its associated families.**

The applicant previously worked with the Historic Preservation staff during the review of prior SDPs for the development, and the proposed street names generally reflect the history of the property, the adjacent Brandywine community, and its associated families.

- 11. Specific Design Plan SDP-1304:** SDP-1304 for infrastructure only including rough grading, dedication, and construction of Mattawoman Drive, and SWM ponds, was approved by the Planning Board on October 23, 2014 (PGCPB Resolution No. 14-116), subject to three conditions. None of those conditions are applicable to this SDP.
- 12. Specific Design Plan SDP-1701 and amendments:** SDP-1701 and amendments approved the development of RM-1 and a portion of RM-2, as well as approved architectural models to be utilized throughout the residential development in the R-M Zone of Timothy Branch; including homes proposed in the subject SDP amendment. None of these prior approvals included conditions applicable to the subject SDP amendment.
- 13. 2010 Prince George's County Landscape Manual:** The subject SDP proposes multifamily development of the RM-5 area of Timothy Branch. This development is subject to the requirements of the Landscape Manual, Section 4.1, Residential Requirements; Section 4.3, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; and Section 4.9, Sustainable Landscaping Requirements. Landscape plans provided for the subject area of development demonstrate conformance with these requirements.
- 14. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the entire site has a previously approved TCP1, and a portion of the site has an approved and implemented TCP2 Plan. In addition, a revised TCP2 prepared in

accordance with the current woodland conservation requirements have been submitted with this application.

The TCP2 covers a 334.26-acre property that contains 175.35 acres of upland woodlands and 28.69 acres of wooded floodplain. The TCP2 shows two phases of development. Phase 1 is 320 acres and Phase 2 is 13.63 acres. The current application is for the development RM-3 and RM-4. No development is proposed in the L-A-C-zoned portion of the site. The revised TCP2 submitted with the current application proposes to clear a cumulative total of 137.95 acres of upland woodlands and 1.00 acre of wooded floodplain.

The woodland conservation threshold for this property is 53.77 acres. Based upon the total proposed clearing, the woodland conservation requirement is 103.26 acres. The plan proposes to meet the woodland conservation requirement in 34.04 acres of on-site preservation, 39.33 acres of on-site afforestation/reforestation within the net tract, 2.01 acres of afforestation/reforestation in the floodplain, and 26.15 acres of off-site woodland conservation being provided on the site.

Technical revisions to the TCP2 are required, as conditioned herein.

15. **Prince George's Country Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance requires a minimum percentage of TCC on projects that require a building or grading permit for 5,000 square feet or greater of gross floor area or disturbance. Properties that are zoned L-A-C and R-M are required to provide a minimum of 10 and 15 percent, respectively, of the gross tract area in tree canopy. TCC was gauged for the entirety of the Timothy Branch development, which is 322.41 acres in size, resulting in a blended TCC requirement of 44.75 acres or 13.9 percent. A TCC schedule was provided showing that the requirement is being met on-site by woodland preservation and reforestation, in addition to proposed plantings.
16. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
  - a. **Community Planning**—In a memorandum dated May 14, 2020 (Greene to Bossi), the Community Planning Division noted that pursuant to Part 8, Division 4, Subdivision 2, of the Zoning Ordinance, master plan conformance is not required for this application.
  - b. **Transportation Planning**—In a memorandum dated May 11, 2020 (Masog to Bossi), Transportation staff provided an analysis of previous conditions of approval that has been incorporated into findings above, with relative conditions provided in the Recommendation section. Access and circulation are acceptable. Regarding the DPLS, staff found sufficient justification was provided to support the applicant's request for a lower parking ratio in RM-5 and recommends approval of the requested departure.

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.

- c. **Subdivision**—Input received from Subdivision staff during the review process indicated that the SDP was in general conformance with PPS 4-09003, as discussed in findings above.
- d. **Trails**—In a memorandum dated May 8, 2020 (Smith to Bossi), Trails staff provided a discussion of previous conditions of approval and recommendations of relevant master plans. The subject SDP is in general conformance with conditions of prior approvals and relevant master plan recommendations for pedestrian and bicycle infrastructure at Timothy Branch. A single recommendation was made for the inclusion of crosswalks at the driveway intersection with Mattawoman Drive, which is conditioned herein.
- e. **Permits**—In a memorandum dated May 11, 2020 (Chaney to Bossi), the Permits Section noted two minor issues. One was corrected on subsequent revisions to the SDP, the other, to provide dimensional data for proposed buildings, is addressed through a recommended condition of approval.
- f. **Environmental Planning**—In a memorandum dated May 18, 2020 (Finch to Bossi), a comprehensive history of the site’s environmental review and conformance with prior conditions of approvals was presented. Staff noted the subject SDP revision and associated TCP2 are in conformance with the previously approved basic plan, CDP, PPS, and relevant SDPs. Staff recommended conditions to require a series of minor technical corrections to the TCP2, which are included herein.
- g. **Special Projects**—In a memorandum dated May 8, 2020 (Thompson to Bossi), the Special Projects Section offered an analysis of the required adequacy findings relative to police facilities, fire and rescue, schools, and water and sewer. Adequate public facilities were determined to be present for all functions, except for police priority (emergency) response time, which failed the adequacy test. As such, it is recommended that prior to certification of this SDP amendment, the applicant enter into a Public Safety Mitigation Fee agreement with the Planning Department. In addition, it is recommended that a public safety mitigation fee be paid, prior to issuance of a grading permit for RM-5.
- h. **Historic Preservation**—In a memorandum dated April 20, 2020 (Stabler to Bossi), the Historic Preservation Section noted that Phase I and II archeology was completed on the subject property in 2009 and interpretive signage is required in the lobby of the clubhouse, prior to issuance of an occupancy permit.
- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 13, 2020 (Giles to Bossi), DPIE noted that roadway improvements and ROW dedication for Mattawoman Drive is required, as is the provision of sidewalks with handicap-accessible ramps along all roadways within the property limits. DPIE further noted that the SDP is consistent with the approved SWM Concept Plan 11355-2009-02, dated January 24, 2020.
- j. **Prince George’s County Police Department**—In a memorandum dated April 30, 2020 (Contic to Planner Coordinator, Urban Design Section), the Police Department noted they have no comments.



- k. **Prince George's County Health Department**—At the time of writing of this staff report, the Health Department did not provide comments on the subject application.
- l. **Prince George's Department of Parks and Recreation (DPR)**—In an email dated May 15, 2020 (Asan to Bossi), DPR noted that the SDP has no impact on conditions of previous approvals relevant to parks.
- m. **Prince George's County Fire/EMS Department**—In an email dated May 5, 2020, (Reilly to Bossi) the Fire Department noted that the plan provides adequate fire access.
- n. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated April 28, 2020, WSSC provided standard comments regarding water and sewer service for proposed RM-5 development. Their comments are provided for informational purposes and will be enforced by WSSC at time of permit issuance.
- o. **Maryland State Highway Administration (SHA)**—In an email dated May 11, 2020, (Woodroffe to Bossi) SHA noted that an access permit for improvements in the state ROW for MD 381, associated with Timothy Branch, was issued on April 28, 2020.

## RECOMMENDATION

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

- A. APPROVE Departure from Parking and Loading Spaces DPLS-477 to allow for a reduction of 138 parking spaces.
- B. APPROVE Specific Design Plan SDP-1701-04 and Type 2 Tree Conservation Plan TCP2-068-93-06 for Timothy Branch - Allora Crossing, subject to the following conditions:
  - 1. Prior to certification of the specific design plan (SDP), the applicant shall provide the following information and/or revise the site plan to provide the following:
    - a. Provide a continental style crosswalk at the entrance/exit driveway intersection with Mattawoman Drive.
    - b. Revise the exterior light detail provided and add the following note to the SDP: "All lighting shall use full cut-off optics and be directed downward to reduce glare and light spill-over."
    - c. Include dimensions for the maintenance building on the SDP.
    - d. The applicant shall enter and submit a ratified Public Safety Mitigation Fee agreement with Prince George's County Planning Department for 243 multifamily dwelling units, in accordance with the Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure (CR-078-2005).

2. Prior to certification of the specific design plan (SDP), the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
  - a. Fully delineate and label the required 40-foot-wide scenic easement along the frontage of Brandywine Road.
  - b. Include all recommended noise barriers proposed for RM-3 and RM-4 with SDP-1701-03 on the plan. To provide maintenance access, all noise barriers shall be set back five feet from the lot line, and woodland conservation areas shall be set back ten feet from a noise barrier.
  - c. The top and bottom elevation of noise barriers shall be shown on the plan.
  - d. All woodland conservation less than 50 feet in width shall be eliminated as woodland conservation or revised to meet the minimum design criteria for width.
  - e. Revise the general notes if necessary, to reflect the current TCP2 revisions.
  - f. Revise the plan, as necessary, to be consistent with the SDP.
  - g. Add an Owner's Awareness Certificate to the cover sheet.
  - h. After all required revisions are made, revise the woodland conservation worksheet to correctly reflect the woodland conservation required and fulfilled for the site.
  - i. Have the revised plan signed and dated by the qualified professional who prepared it.
3. Prior to approval of the first building permit for RM-5, all afforestation/ reforestation planting, permanent tree protection fencing, and signage shall be installed completed.
4. Prior to approval of a grading permit for the development, a Public Safety Mitigation Fee shall be paid in the amount of \$1,207,224 (\$4,968 x 243 dwelling units). Notwithstanding the number of multifamily dwelling units and the total fee payments noted in this condition, the final number of dwelling units shall be as approved by the Prince George's County Planning Board and the total fee payment shall be determined by multiplying the total dwelling unit number by the per unit factor noted above. The per unit factor of \$4, 968 is subject to adjustment on an annual basis, in accordance with the percentage change in the Consumer Price Index for All Urban Consumers. The actual fee to be paid will depend upon the year the grading permit is issued.