



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan Freeway Airport

DSP-20015

REQUEST		STAFF RECOMMENDATION
416 single-family attached and 93 single-family detached lots.		APPROVAL with conditions

Location: On the southwest quadrant of the intersection of US 50 (John Hanson Highway) and Church Road.																
Gross Acreage:	131.50															
Zone:	R-A															
Dwelling Units:	509															
Gross Floor Area:	N/A															
Planning Area:	74A															
Council District:	06															
Election District:	07															
Municipality:	N/A															
200-Scale Base Map:	205NE12															
Applicant/Address: Freeway Realty, LLC 2560 Lord Baltimore Drive Baltimore, MD 21244		<table border="1"><tbody><tr><td>Planning Board Date:</td><td>05/06/2021</td></tr><tr><td>Planning Board Action Limit:</td><td>05/06/2021</td></tr><tr><td>Staff Report Date:</td><td>04/20/2021</td></tr><tr><td>Date Accepted:</td><td>02/12/2021</td></tr><tr><td>Informational Mailing:</td><td>03/25/2020</td></tr><tr><td>Acceptance Mailing:</td><td>02/02/2021</td></tr><tr><td>Sign Posting Deadline:</td><td>04/06/2021</td></tr></tbody></table>	Planning Board Date:	05/06/2021	Planning Board Action Limit:	05/06/2021	Staff Report Date:	04/20/2021	Date Accepted:	02/12/2021	Informational Mailing:	03/25/2020	Acceptance Mailing:	02/02/2021	Sign Posting Deadline:	04/06/2021
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Staff Reviewer: Henry Zhang, AICP LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org																

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/.
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: Detailed Site Plan DSP-20015
 Alternative Compliance AC-21003
 Type 2 Tree Conservation Plan TCP2-005-2021
 Freeway Airport

The Urban Design staff has reviewed the detailed site plan for the subject development and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Residential Agricultural (R-A) Zone and site design guidelines of the Prince George's County Zoning Ordinance;
- b. The requirements of Preliminary Plan of Subdivision 4-20006;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. Referral Comments.

FINDINGS

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

1. **Request:** This application requests approval of a detailed site plan (DSP) for 416 single-family attached (townhouse) lots and 93 single-family detached lots, for a total of 509 lots.

2. **Development Data Summary:**

	EXISTING	PREVIOUSLY PROPOSED
Zone	R-A	R-A
Use	Airport	Single-family residential
Total Acreage Gross tract area	131.50	131.50
100-year floodplain	11.17	11.17
Net Acreage	120.33	120.33
Total Number of Lots	-	509
Of which Single-family attached	-	416
Single-family detached	-	93
Total Number of Parcels	8	60

Parking Calculation

	REQUIRED	PROVIDED
Townhouses (416 @ 2.04/unit)	849	832
Single-family detached (93 @ 2.0/unit)	186	186
Clubhouse Gross tract area	-	40
Additional spaces	-	103
Parking spaces for the physically handicapped	5*	6
Total number of parking spaces	1,040	1,167

Note: *The parking spaces for the physically handicapped are required for the parking for visitors only, which are mainly in the townhouse sections.

3. **Location:** The subject property is located on the west side of Church Road and in the southwest quadrant of its intersection with US 50 (John Hanson Highway), in Planning Area 74A and Council District 6.
4. **Surrounding Uses:** The subject property is bounded to the north by the right-of-way of John Hanson Highway, to the east by the right-of-way of Church Road with single-family detached residences beyond in the Residential Agricultural (R-A) Zone, to the west by a Potomac Electric Power Company (PEPCO) utility corridor, and to the south by undeveloped land and single-family detached residences in the R-A Zone.
5. **Previous Approvals:** The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B and 74B* (area master plan and SMA) retained the subject property in the R-A Zone. The site is currently developed with the Freeway Airport, which is proposed to be closed and decommissioned prior to the start of grading on the property.

Prince George's County Council Bill CB-17-2019, which was approved by the Prince George's County District Council on November 19, 2019, amended Section 27-441 of the Prince George's County Zoning Ordinance, to permit one-family attached (townhouses) and

one-family detached dwellings in the R-A Zone at a maximum density of 4.5 units per acre, subject to certain criteria, as discussed in Finding 7 below.

CB-12-2020, which was approved by the District Council on July 21, 2020, amended Section 24-128 of the Prince George's County Subdivision Regulations, to permit private streets and alleys in any zone where townhouses are permitted.

Based on the above two council bills, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-20006 and Type 1 Tree Conservation Plan TCP1-016-2020 on November 5, 2020 for a residential subdivision known as Freeway Airport, for 62 parcels and 509 lots, including 93 single-family detached units, 416 single-family attached units (townhouses), with a clubhouse and swimming pool, associated roadway network, green open space, and other amenities.

The site also has an approved Stormwater Management (SWM) Concept Plan, 17175-2020-00, which was approved on December 30, 2020, and is valid through December 30, 2023.






6. **Design Features:** The subject DSP application proposes 416 single-family attached lots and 93 single-family detached lots shown in an overall site layout and configuration as exactly approved in PPS 4-20006. No architecture or recreational facility details are included in this DSP.

Two access points off Church Road will provide the connection of this subdivision to the regional transportation networks. Public Road A, which includes a median, forms a full intersection with Church Road and will be the main spine road of the development. The proposed clubhouse, which is not included in this DSP, will be located prominently in the northwest quadrant of Road A's intersection with Church Road. The second connection is Public Road E, which forms a right-in and right-out secondary access point off Church Road, loops south and intersects with Public Road A. This intersection forms the central point of proposed Phase 1, which consists of a mix of both single-family detached units and townhouses on 173 fee-simple lots. The road network branches off the two main roadways and further into the site in a curvilinear manner with private alleys and roadways to serve Phase 2, consisting of 109 townhouse lots; Phase 3, consisting of 80 townhouse lots; and Phase 4, consisting of 48 single-family detached lots. Private Road 11 crosses the site's regulated environmental features in the southern portion and ends with a looped street pattern that serves an isolated pod of 99 townhouse lots in Phase 5.

The proposed infrastructure in this application includes the following road sections: 50 to 60-foot-wide public residential streets, with minimum 26 to 36-foot-wide paving sections; 50-foot-wide private streets, with a minimum 26-foot-wide paving section; and 20 to 24-foot-wide private alleys, with a minimum 18-foot-wide paving section. Private streets in the area of rear-loaded townhouse units have been widened from the normal 26-foot-wide pavement section to a 30-foot-wide pavement section, (consisting of two 11-foot-wide driveway aisles plus an additional 8 feet) in order to provide additional room for on-street parking.

The subject DSP does identify proposed recreational facility types, locations, and timing, although does not include details for them. They are one tot lot and 470 linear feet of a 10-foot-wide asphalt trail and two bicycle racks in Phase 1; approximately 5,652 linear feet

of a 10-foot-wide asphalt trail in Phase 2; one pre-teen lot, 315 linear feet of a 10-foot-wide asphalt trail, and one bicycle rack in Phase 3; and one tot-lot, one pre-teen lot and one bicycle rack in Phase 5; and the clubhouse with swimming pool that serves the entire development to be built as follows:

FREEWAY AIRPORT							
PHASE		# SFA LOTS	# SFD LOTS	TOTAL # LOTS	RECREATIONAL FACILITIES	TRIGGER	
						BONDED BY (25% OF THE BUILDING PERMITS FOR THAT PHASE)	CONSTRUCTED BY (75% OF THE BUILDING PERMITS FOR THAT PHASE)*
	1	128	45	173	(1) TOT LOT 470 LF OF 10' ASPHALT TRAIL (2) BIKE RACKS	43	130
	2	109	0	109	5,652 LF OF 10' ASPHALT TRAIL	27	82
	3	80	0	80	(1) PRE-TEEN LOT 315 LF OF 10' ASPHALT TRAIL (1) BIKE RACK	20	60
	4	0	48	48	N/A	N/A	N/A
	5	99	0	99	(1) TOT LOT (1) PRE-TEEN LOT (1) BIKE RACK	25	74
TOTAL		416	93	509	CLUBHOUSE POOL	127 (25% OF BUILDING PERMITS FOR ENTIRE PROJECT)	382 (75% OF BUILDING PERMITS FOR ENTIRE PROJECT)

In each phase, prior to the issuance of 75 percent of the building permits, the respective recreational facilities will be installed and open to the residents. For the overall project, prior to the issuance of 75 percent of all building permits, the clubhouse and the swimming pool will be constructed and open to the residents too. Staff agrees that the phasing and the construction timetable of the recreational facilities proffered by the applicant are reasonable. For this DSP, two trigger conditions for installation of recreational facilities in each phase have been established and included in the Recommendation section of this report. However, approval of a future DSP, including the facility details, will be required before construction can commence.

In addition, the subject DSP also identifies the highly visible lots that will need extra architectural features at time of a future DSP that includes architecture. Staff would include the following additional lots on the highly visible lot exhibit:

Block B: Lots 25, 26, 34, 42, 43, 53, 54, 60, 61, 67, 68, 95, and 102

Block C: Lots 5, 6, 25, 26, 31, 32, 35, 36, 45, 46, 50, 60, 61, 72, 95, and 96

Block G: Lots 3, 13, 14, 21, 35, 36, and 51

Block J: Lots 3, 24, 36, and 46

A condition has been included in the Recommendation section to require the applicant to revise the highly visible lot exhibit prior to certification.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** This DSP application has been reviewed for compliance with the requirements of the R-A Zone, and the site design guidelines of the Zoning Ordinance as follows:

- a. In accordance with Section 27-441 (b), Uses Permitted, of the Zoning Ordinance, one-family attached (townhouses) and one-family detached dwellings are a permitted use, subject to Footnote 136, as follows:

Notwithstanding any other provision of this Part, townhouses and one-family detached dwellings are also a permitted use, provided:

- (a) The use is located on an assemblage of adjacent properties that:**

- (i) is no less than one hundred (100) acres and no more than one hundred fifty (150) acres in size or was formerly used as an airport;**

The subject property consists of an assemblage of eight abutting deeded parcels (Parcels 7, 49, 50, 51, 57, 58, 59 and 60), and is approximately 131.50 acres in size. The property is currently utilized and known as the Freeway Airport but stopped operation about two years ago. The property began operating as a landing strip in the 1930's and thereafter, started fuel sales and flight training following World War II. The current iteration of the airport was formally incorporated in 1961 as a family-owned airport and is used primarily for individual aircraft and flight trainings. This DSP meets this condition.

- (ii) is entirely within one (1) mile of a municipal boundary;**

The entirety of the subject property is located within one mile of the municipal boundary of the City of Bowie.

- (iii) is entirely within 2,500 feet of land owned by a regulated public utility and used for purposes of electrical generation, transmission, or distribution in connection with providing public utility service in the County by a regulated public utility; and**

The subject site is bounded to the west by a PEPCO utility corridor, which hosts high voltage power lines for purposes of electrical generation, transmission, or distribution in connection with providing public utility service in the County. This DSP meets this requirement.

- (iv) a portion of the boundary of the assemblage of adjacent properties has frontage on a public right-of-way classified as a freeway or higher in the Master Plan of Transportation and is maintained by the State Highway Administration.**

Parcel 7, which is included in the northernmost portion of the subject DSP, has approximately 1,600 linear feet of frontage on John Hanson Highway, which is a master planned freeway (F-4), and is under the jurisdiction of the Maryland State Highway Administration (SHA).

- (b) A Detailed Site Plan shall be approved in accordance with Part 3, Division 9, of this Subtitle. Regulations concerning the net lot area, lot coverage and green area, lot/width frontage, yards, building height, density, accessory buildings, private streets, minimum area for development, and other requirements of the R-A Zone shall not apply. The maximum density shall not exceed 4.5 dwelling units per acre, the minimum width for townhouses shall be 22 feet, and the minimum lot depth for townhouses shall be 80 feet. A minimum of seventy-five percent (75%) of all townhouse units shall have a full front façade (excluding gables, bay windows, trim, and doors) of brick, stone, or stucco. Townhouses shall not contain vinyl siding. Elevations shall be submitted with the Detailed Site Plan that demonstrate an architectural design that is compatible with adjacent residential development. All other regulations for the R-T Zone set forth in Sections 27-433(c)-(g) and (i)-(k) and 27-442 shall apply (to the extent that they do not conflict with the preceding requirements in this footnote). Notwithstanding the above, regulations pertaining to lot coverage, lot/width frontage, and building height shall be established by and shown on the Detailed Site Plan.**

The subject DSP has been filed to meet this requirement. The density proposed, 4.23 du/acre, is well within the density limit established by the District Council. Architectural elevations will be submitted with a future DSP to demonstrate an architectural design compatible with the adjacent residential development. The lotting and street patterns, as well as the lot layouts and size for the proposed townhouses, have been designed in accordance with the Townhouse Zone requirements set forth in Section 27-433(c)-(g) and (i)-(k) and Section 27-442 of the Zoning Ordinance, to the extent that they do not conflict with the preceding requirements in the above footnote. The regulations pertaining to lot coverage and lot/width frontage have been properly reflected on the submitted DSP and will govern future DSP reviews, as conditioned herein. An additional condition included herein requires development standards be established on the DSP for fences, accessory buildings, and swimming pools.

(c) Prior to submission of a Detailed Site Plan, a preliminary plan of subdivision must be approved pursuant to Subtitle 24.

PPS 4-20006 has been approved by the Planning Board on November 5, 2020, with 62 parcels and 509 lots that have been correctly shown on this DSP, as discussed in Finding 8 below.

- b. The subject DSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, that have been cross-referenced in Section 27-283 of the Zoning Ordinance. The DSP is in general conformance with the site design guidelines as follows:

Parking, loading and circulation: The site plan has been designed in accordance with Section 27-274(a)(2), Parking, loading, and circulation, of the Zoning Ordinance, that provides guidelines for the design of surface parking facilities, and the vehicular circulation. The on-site circulation for both pedestrians and the vehicles safe and efficient.

The parking area provided for the clubhouse and visitor parking areas have been designed in accordance with these requirements. All other required parking will be provided on the individual lots or in several visitor parking lots adjacent to future units. Private streets, in the area of the rear loaded townhouse units, have been widened to a 30-foot-wide pavement section, consisting of two 11-foot-wide driveway aisles plus an additional 8 feet, in order to provide room for on-street parking. As demonstrated in the parking calculation table in Finding 2, an additional 127 parking spaces will be provided in this project that are over and above the total parking normally required by Part 11 of the Zoning Ordinance. All parking spaces have been designed in accordance with the requirements of Part 11 of the Zoning Ordinance.

A network of public and private streets, alleys, pedestrian trails, and five-foot-wide sidewalks will be provided throughout the project that have been designed to provide safe, efficient, and convenient on-site circulation for both pedestrians and drivers. The subdivision will be accessed by vehicles via two entrances. To the south, the subdivision's main entrance is planned to be a full-movement intersection with Church Road, including the installation of a traffic signal (if approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)). A second entrance to the north is proposed as a right-in and right-out only intersection with Church Road. Each of the above vehicular entrances will have the appropriate turn lanes to allow for safe and efficient access.

Lighting: In accordance with Section 27-274(a)(3), Lighting, of the Zoning Ordinance, a photometric plan has been provided that shows on-site lighting has been designed with the guidelines.

Street lighting will be provided in the clubhouse parking lot and along all public and private streets throughout the project, in accordance with the Prince George's County Department of Public Works and Transportation standards and specifications. All lighting fixtures will utilize LED full cut-off optic lighting to further

direct light downward towards streets and parking areas and to prevent light pollution and spillover to residential areas.

Views: In accordance with Section 27-274(a)(4), Views, of the Zoning Ordinance, the proposed development pays special attention to the views from public areas, especially from the streets to the building elevations. Conditions will be included in the review and approval of a DSP including architecture to ensure a visually attractive community and streetscapes.

The lotting pattern in the attached and detached sections of the subject DSP was designed around vast areas of open space, preservation areas, and SWM facilities to emphasize scenic views from public areas and the roadway network.

Green Area: In accordance with Section 27-274(a)(5), Green area, of the Zoning Ordinance, on-site green areas have been designed to complement other site activity areas and be appropriate in size, shape, location, and fulfill their intended use. Several green areas have been provided on-site.

The subject property includes 25.26 acres of regulated environmental features, including 11.17 acres of floodplain, and 6,111 linear feet of regulated streams. In accordance with the green area guidelines, these green areas incorporate significant on-site natural features and woodland conservation requirements that will enhance the physical and visual character of the site. The DSP also includes a Type 2 tree conservation plan (TCP2) that proposes preservation of regulated environmental features to the maximum extent possible.

Site and streetscape amenities: In accordance with Section 27-274(a)(6), Site and streetscape amenities, of the Zoning Ordinance, the green areas provided on the site are designed as a focal point of the surrounding building sticks. In a future DSP that shows their full development, staff will ensure the green areas are accentuated by elements, such as landscaping and street furniture, that will provide amenities to future residents.

Grading: In accordance with Section 27-274(a)(7), Grading, of the Zoning Ordinance, the proposed grading including grading around the berms, minimizes disturbance to all environmentally sensitive areas, to the maximum extent possible, under the site conditions such as topography and natural resources.

Service areas: This DSP has no service areas included. In a future DSP for the clubhouse, if a service area is included, it will be designed in accordance with these standards.

Public spaces: This DSP does not propose a mixed-use, commercial, or multifamily development. Thus, the public space criteria are not applicable.

Architecture: This DSP does not propose any architecture and is for site development only.

Townhouses and three-family dwellings: The design pattern for the residential lots in this DSP adheres to the design considerations in this section where appropriate. Further compliance with the criteria will be demonstrated at time of a subsequent DSP that contains architecture.

8. **Preliminary Plan of Subdivision PPS 4-20006:** The Planning Board approved PPS 4-20006, with 25 conditions (PGCPB Resolution No. 2020-159), on November 5, 2020. The conditions that are applicable to the review of the subject DSP are discussed as follows:

2. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in this resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The subject DSP shows the exact site layout, street pattern, and total number of lots and parcels, as approved in PPS 4-20006.

3. **Development of this site shall be in conformance with Stormwater Management Concept Plan 17175-2020-00 (once approved) and any subsequent revisions.**

The subject DSP is in conformance with approved SWM Concept Plan 17175-2020-00.

6. **Prior to acceptance of a detailed site plan, a Phase II noise analysis shall be provided to show how high noise levels in outdoor activity areas will be mitigated, so that noise levels shall be no greater than 65 dBA Ldn/DNL in outdoor activity areas. The Phase II noise analysis shall also detail building materials to be used to mitigate interior noise levels to 45 dBA Ldn/DNL or less. The acceptability of the noise reduction provided shall be determined at the time of detailed site plan.**

A Phase II noise analysis was submitted dated December 15, 2020. The study provides locations of wooden sound barriers, as well as their height, along John Hanson Highway. As a result of this wooden barrier, the activity areas and trails will be within the mitigated 65 dBA Ldn/Dnl (day-night average sound level) or lower noise area. The study also indicates what architectural upgrades will be required to reduce noise levels for buildings within the development. These upgrades will be further reviewed at time of a DSP for architecture.

8. **Prior to approval of a detailed site plan, the applicant shall provide official correspondence from the Maryland Aviation Administration outlining the required procedures for decommissioning the airport. Additionally, the applicant shall submit to the Prince George's County Planning Department written acknowledgement that it will complete said decommissioning procedures to ensure that the airport will no longer be active and licensed for public use by the time the final plat of subdivision is approved.**

Correspondence from the Maryland Aviation Administration has been provided in the applicant's statement of justification (SOJ) dated January 9, 2021 on pages 35-37. This correspondence indicates the five steps that need to be taken to close the airport, which includes correspondence with the Federal Aviation Administration, as well as pilots, acknowledging that they will complete the decommissioning process prior to final plat approval. This condition has been fulfilled.

- 10. The applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities on site in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division for adequacy, in accordance with the approved preliminary plan of subdivision, and be approved by the Prince George's County Planning Board with the detailed site plan (DSP) (excluding any DSP for infrastructure only). Triggers for construction shall also be established at the time of DSP.**

This DSP application is for site development only. However, the applicant has provided a recreational facility exhibit with this DSP showing the phasing for the overall project and concept locations for a list of recreational facilities which are provided on that exhibit. However, the DSP does not provide sufficient details and siting of the recreational facilities. These details will be needed to ensure conformance with the Parks and Recreation Facilities Guidelines. At the time of a future DSP, the applicant will be required to provide the necessary details of the proposed recreational facilities. The specific triggers for the installation of the recreational facilities in each phase have been established with this DSP.

- 13. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, and the 2006 *Approved Bowie and Vicinity Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements:**
- a. A six-foot-wide shoulder along the subject site frontage of Church Road including shared-roadway bicycle pavement markings (sharrows), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement or Maryland State Highway Administration with written correspondence.**
 - b. A standard sidewalk along the subject site frontage, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement or Maryland State Highway Administration with written correspondence.**
 - c. A 10-foot-wide (or 8-foot-wide if right-of-way constraints are present) shared use path along Church Road at the intersections with the subject site's roadway entrances, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement or Maryland State Highway Administration with written correspondence.**

A shared-roadway marking is shown within the shoulder of southbound Church Road. The ultimate construction of this shared-roadway marking, and the shoulder will be determined by DPIE, as appropriate. Conditions 13b and 13c have been modified by DPIE, according to written correspondence dated March 30, 2021 (Jeong to Blough). In this message, DPIE stated STD 100.15/Scenic and Historic Rural 4-Lane Collector Road is the design that will be used for Church Road abutting the subject property, which excludes sidewalks. It further stated the applicant shall not be required to install a 10-foot-wide shared-use path because the path installed by the Oak Creek development is on the east side of Church Road and the subject property is on the west side of Church Road. Therefore, Conditions 13b and 13c no longer apply. However, staff continues to support pedestrian and bicycle facilities along Church Road at the subject site and would support DPIE should it determine that sidewalks and a shared-use path are appropriate at a later time.

- 14. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Bowie and Vicinity Master Plan and Sectional Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following improvements, and provide an exhibit depicting the following improvements prior to acceptance of any detailed site plan:**
- a. Perpendicular Americans with Disability Acts ramps at each corner of all public street intersections and parallel Americans with Disability Acts ramps at each corner of private streets, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.**
 - b. Marked crosswalks at all locations where the shared use paths intersect roadways.**
 - c. Marked crosswalks at key intersections within the subject site, including both site entrances at their respective intersections with Church Road.**
 - d. Speed humps on either side of the intersection of the shared-use path with the roadway, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.**
 - e. W11-15/W11-15P/W16-7P (Bicycle/Pedestrian warning sign, trail x-ing, downward arrow) sign assemblies per Figure 9B-7 on page 933 of the 2011 Maryland Manual of Uniform Traffic Control Devices, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.**
 - f. Short term bicycle parking at the proposed club house and in proposed recreation areas consistent with the 2012 *AASHTO Guide for Bicycle Facilities* including Inverted U racks or functional equivalents.**

Bicycle parking racks are shown and labeled on applicant's Phasing and Recreational Facilities exhibit. In addition, the style of rack is the recommended inverted-U style bicycle rack. While the locations of the racks are shown on the phasing exhibit, they are not included on the site plan or the landscape and lighting plan. Staff recommends that the site plan be revised to include the locations of the bicycle racks.

The submitted plans show the speed humps and the W11-15/W-11-15P/W16-7P trail crossing signs. In addition, the plans include R5-3/No Unauthorized motor vehicle signs at most of the entrances of the shared-use paths. Staff recommends that the site plans be revised to clarify the direction that these signs are proposed, specifically the sign along the shared-use path entrance at the intersection with Private Road M near Parcel G. In addition, the plans show two W11-2/Pedestrian warning signs, one at the northern edge of the subject property frontage along Church Road facing southbound traffic and the other one adjacent to the southern edge of the subject property frontage of Church Road facing northbound traffic. This is to warn drivers on Church Road of the possible presence of pedestrians within the six-foot-wide southbound shoulder or crossing Church Road to reach the residential subdivisions on the east side.

In addition, the submitted plans show crosswalks at some intersections within the subject site. Moreover, curb ramps are shown at most, but not all, intersections. Staff recommends additional crosswalks be provided, as conditioned herein, and that all intersections have curb ramps that are perpendicular or parallel Americans with Disabilities Act accessible curb ramps.

17. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-016-2020). The following note shall be placed on the final plat of subdivision:**

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-016-2020 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

TCP2-005-2021 has been prepared, in accordance with previously approved TCP1-016-2020 and submitted with this DSP. According to the review by the Environmental Planning Section, the TCP2 meets all applicable requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and is in conformance with the approved TCP1-016-2020.

23. **Total development within the subject property shall be limited to uses which generate no more than 361 AM peak-hour trips and 417 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The subject DSP is proposing a combination of 509 dwelling units, which is exactly the same proposal in the approved PPS 4-20006. According to the review by the Transportation Planning Section (Burton to Zhang, April 12, 2021), the trip generation will be identical to the approved PPS and consequently, the trip cap will not be exceeded.

9. **2010 Prince George's County Landscape Manual:** The proposed residential subdivision is subject to the requirements of Sections 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees along Private Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The submitted landscape plan shows that the required plantings and schedules are provided in conformance with the Landscape Manual and are acceptable, except for Section 4.10, for which the applicant has requested an Alternative Compliance, AC-21003.

Alternative compliance is requested from the requirements of Section 4.10, Street Trees Along Private Rights-of-Way, specifically along Private Roads G, H, I, J, K, L, and M, of the Landscape Manual, to allow the planting strip as proposed on the site plan to be located behind the sidewalks.

The applicant requests alternative compliance from the requirements of Section 4.10, Street Trees Along Private Rights-of-Way, for the required planting strip width between the street curb or edge of paving and the sidewalk. Specifically, the applicant is seeking relief as follows:

Section 4.10. Street Trees Along Private Streets

REQUIRED: Section 4.10(c)(1). Street Trees Along Private Streets, along Private Roads G-M

Length of Landscape Strip	9,456 linear feet
Width of Landscape Strip	5 feet
Shade Trees (1 per 35 linear feet)	272 (Total)

PROVIDED: Section 4.10(c)(1). Street Trees Along Private Streets, along Private Roads G-M

Length of Landscape Strip	9,456 linear feet
Width of Landscape Strip	4.33 feet
Shade Trees (1 per 35 linear feet)	309 (Total)

Justification

The applicant is requesting alternative compliance from Section 4.10(c)(1), Street Trees Along Private Rights-of-Way, which requires a five-foot-wide landscape strip between the street curb or edge of paving and the sidewalk.

The applicant is proposing 30-foot-wide pavement for all private streets servicing the proposed townhomes. Typically, private streets servicing townhomes have a pavement width of 26 feet. The applicant proposes to widen the pavement strip in order to accommodate street parking. As a result, the applicant would only be able to provide a 3.33-foot-wide planting strip between the edge of the curb and the sidewalk, which would not provide sufficient space for street tree growth. The applicant proposes moving the sidewalk directly behind the curb and placing the planting strip behind the sidewalk, which allows for a 4.33-foot-wide planting strip within the right-of-way. Section 4.10 of the Landscape Manual requires one shade tree to be planted for every 35 linear feet of private street. Private streets G–M total 9,456 linear feet in length. Using this formula, the applicant would be required to plant 272 street trees. To offset the requirements of the Landscape Manual, the applicant is proposing to plant 309 shade trees rather than the required 272.

Specifically, the required number of street trees along each private street and the number of street trees that the applicant is providing is shown below:

PLANTING SCHEDULE FOR SECTION 4.10 Street Trees Along Private Streets

	Private Road G (285 LF)	Private Road H (835 LF)	Private Road I (894 LF)	Private Road J (965 LF)	Private Road K (3,482 LF)	Private Road L (273 LF)	Private Road M (2,722 LF)
1) Number of street trees required (1 tree per 35 linear feet of frontage excluding driveway openings)	8	24	26	28	100	8	78
2) Number of street trees provided:	6	24	30	30	109	10	100

The Planning Director finds the applicant's proposal equally effective as normal compliance with Section 4.10, Street Trees Along Private Streets, as the proposed solution provides sufficient room for tree growth while allowing the applicant to construct a wider street to allow for more parking. In addition, the applicant will plant 37 more street trees, which is 13.6 percent more than the normal requirements of the Landscape Manual.

The Planning Director recommends APPROVAL of Alternative Compliance AC-21003, from the requirements of Section 4.10, Street Trees Along Private Rights-of-Way, along Private Roads G, H, I, J, K, L, and M of the Landscape Manual, to allow the planting strip as proposed on the site plan to be located behind the sidewalks.

10. Prince George's County Woodland Conservation and Tree Preservation Ordinance:

This site is subject to the provisions of the WCO because the property is greater than 40,000 square feet, contains more than 10,000 square feet of existing woodland, and has previously approved tree conservation plans. TCP2-005-2021, has been submitted for review that covers the area of this DSP.

- a. A Natural Resources Inventory, NRI-029-2020-01, was provided with this application. The TCP2 and DSP show all the required information correctly in conformance with the NRI.
- b. The woodland conservation threshold for this 131.50-acre property is 50 percent of the net tract area or 60.17 acres; however, because this site contains very little existing net tract woodland, the 20-percent afforestation threshold becomes part of the planting requirement for the site's overall woodland conservation required. The total woodland conservation requirement based on the amount of clearing proposed is 38.01 acres. This requirement is proposed to be satisfied with 7.59 acres of on-site preservation, 23.39 acres of on-site afforestation; the remainder of the requirement (7.03 acres) is proposed to be met with off-site woodland conservation credits.

On October 26, 2020, the Office of the Attorney General issued an Opinion regarding forest mitigation banking under the Maryland Forest Conservation Act ("FCA") 105 Md. Op. Att'y Gen. 66 (Oct. 26, 2020). Under the FCA, which is codified in Sections 5-1601 to 5-1613 of the Natural Resources Article ("NR") of the Maryland Code, "forest mitigation banking" is defined as "the intentional restoration or creation of forests undertaken expressly for the purpose of providing credits for afforestation or reforestation requirements with enhanced environmental benefits from future activities." The Opinion addressed whether an off-site existing forest that was not intentionally created or restored but was, nevertheless, encumbered with a protective easement could qualify as a forest mitigation bank. The Office of the Attorney General determined that it could not.

As a result of this Opinion and the lack of any valid credits at the time of this referral, off-site woodland conservation credits are not available for purchase at any established woodland conservation bank within the County. The woodland conservation banking program is a private market in the County and the Maryland-National Capital Park and Planning Commission (M-NCPPC) does not guarantee that credits will be available for purchase. Prior to the issuance of any permits for this project, the off-site woodland conservation requirements shown on the tree conservation plan shall be met in accordance with the Conservation Method Priorities established in Section 25-122(c) of the County Code.

11. 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 February 16, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, the Historic Preservation Section provided comments on this application, as follows:

A Phase I archeological survey was recommended by Historic Preservation staff on areas of the site not previously disturbed by construction of the existing airport. In February of 2020, the applicant's archeological consultant initiated the fieldwork with a pedestrian survey to identify any surface features or modern disturbance. Areas with a high probability of containing archeological resources were identified for shovel testing. Four areas within the larger 130-acre parcel were identified as high probability areas for containing prehistoric or historic resources. These areas

were designated the "Northern," "Northeastern," "Eastern," and "Western" Test Areas.

A total of 196 shovel test pits (STPs) were excavated within approximately 10.2 acres of the entire 130-acre parcel. One prehistoric quartz biface, designated as the Flyover Isolate, was recovered from the STP survey. This quartz fragment had no diagnostic features to assist in designating a timeframe for its production or use. Given the limited information that the recovered isolated fragment could provide and the lack of any other cultural material in the vicinity, an archeological site was not defined. No cultural material was recovered from any of the other STPs excavated across the property. Therefore, no further work was recommended on the Freeway Airport property. Historic Preservation staff concur that no additional archeological investigations are warranted.

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.

- b. **Community Planning**—In a memorandum dated April 7, 2021 (McCray to Zhang), incorporated herein by reference, the Community Planning Division indicated that pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, master plan conformance is not required for this application.
- c. **Transportation Planning**—In a memorandum dated April 12, 2021 (Burton to Zhang), incorporated herein by reference, the Transportation Planning Section provided comments on this application, summarized as follows:

The subject property currently fronts on Church Road, which is recommended in both master plans to be upgraded to a four-lane collector road (C-300). While C-300 is proposed with a variable width right-of-way, the northeastern section of the property will need an additional dedication. This additional right-of-way is accurately reflected on the plan. The proposed development will be accessible from a network of roads of varying capacities, some of which allow on-street parking. The alleys are being proposed with a combination of 22-foot and 20-foot widths, wide enough to accommodate the turning movement of a typical fire truck and most residential type vehicles. Staff finds the circulation on the proposed site to be acceptable.

The Transportation Planning Section concludes that from the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for approval of a DSP.

- d. **Pedestrian and Bicycle Facilities**—In a memorandum dated April 9, 2021 (Jackson to Zhang), incorporated herein by reference, the Transportation planner provided an evaluation of this DSP for conformance with applicable conditions attached to prior approvals that has been included in the findings of this report. Additional comments are as follows:

The development includes 5-foot-wide sidewalks on both sides of all streets; a 10-foot-wide shared-use path loop at the north side of the subject site that connections to the internal road network at several locations; a 10-foot-wide shared-use path encircling an internal open space; and a 10-foot-wide shared-use path connecting two interior streets in the southern section of the subject site. Bicycle access is also provided via internal streets and alleys.

The submitted site plan proposes vehicular and pedestrian circulation that provides a network of public and private streets, alleys, shared-use paths, and 5-foot-wide sidewalks designed to provide safe, efficient, and convenient on-site circulation for pedestrians, bicyclists, and motor vehicle operators. The applicant proposes to install a traffic signal at the subdivision's main entrance to Church Road, if approved by DPIE.

There is one sidewalk that connects Public Road "C" with Public Road "A." Staff recommends that this sidewalk be widened to a minimum 10-foot-wide shared-use path and that a ramp connecting the pathway to Public Road "C" be provided.

In many locations it is unclear whether barrier-free sidewalk pathways are being provided as the legend in the plans do not provide a symbol for parallel and perpendicular curb ramps. Diagonal ramps are discouraged for safety reasons per the 2004 *AASHTO Guide for the Development of Pedestrian Facilities* (page 87). Staff recommends that prior to certification of the DSP, all curb ramps be designed as parallel or perpendicular style ramps and that a detail exhibit of the curb ramp styles be provided. In addition to the proposed marked crosswalks indicated in the plan, staff recommends additional crosswalks as conditioned herein.

The shared-use path diagonal crossing at the intersections of Private Roads J and K is unorthodox and encourages bicyclists to travel in unpredictable paths, which increases danger for all roadway users. Staff recommends the section of path adjacent to the east side of Private Road K between Private Road J and Private Alley H be shifted to the west side of Private Road K. This will reduce the likelihood of diagonal crossings at the intersection of Private Roads J and K. Furthermore, the shared-use path would intersect with Private Road K at Private Alley H, creating a four-way intersection for bicyclists. Staff further recommends a shared-use path crossing at this location similar to the crossing of Private Road M, including a speed hump, signage, and markings. In addition to a better crossing facility, this will also support calming traffic in the neighborhood and be consistent with the site plan design standards, per Section 27-274(a)(2)(C) of the Zoning Ordinance.

The applicant proposes to build a series of shared-use paths with many of the paths terminating at sidewalks. This can create a barrier for bicyclists and persons with disabilities accessing the internal shared-use paths. There are six instances of shared-use paths terminating at sidewalks in the subject application. Staff recommends that at four of the locations, the shared-use path terminate at the opposing sidewalk with a marked trail crossing on the street. The other two locations would result in a crossing that terminates in the driveway of a proposed home.

Staff finds that the pedestrian and bicycle circulation depicted in the submitted DSP, along with staff recommendations conditioned herein, reflect the design guidelines of the Zoning Ordinance, pursuant to Sections 27-274 and 27-583 of the Zoning Ordinance, and are consistent with the PPS recommendations related to marked crossings at shared-use path intersections.

The Transportation planner concludes that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the prior conditions of approval, the site design guidelines pursuant to Section 27-283, and meets the findings required by Section 27-285(b) of the Zoning Ordinance, for a DSP for pedestrian and bicycle transportation purposes, if revised as conditioned herein.

- e. **Subdivision Review**—In a memorandum dated April 7, 2021(Heath to Zhang), incorporated herein by reference, the Subdivision Section provided an analysis of this application for conformance with the governing PPS 4-20006 and the relevant findings have been included in this staff report. The Subdivision Section concluded that the DSP is in substantial conformance with the approved PPS. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.
- f. **Environmental Planning**—In a memorandum dated April 5, 2021 (Rea to Zhang), incorporated herein by reference, the Environmental Planning Section provided a response to previous conditions of approval and the applicable WCO requirements that have been included in the findings of this report. Additional comments are summarized, as follows:

Specimen Trees

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

A total of 41 specimen trees were identified on the approved NRI. At time of PPS 4-20006 review, of the 41 specimen trees, a total of 5 trees were approved for removal by the Planning Board. The specimen trees approved for removal are ST 4, 5, 27, 31 and 36.

Preservation of Regulated Environmental Features/Primary Management Area

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include streams, stream buffers, wetlands, wetland buffers, 100-year floodplain, and steep slopes.

Section 24-130(b)(5) states: “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of

regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.”

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

Based on the applicant’s SOJ, the applicant is requesting a total of nine impacts as described below:

Impacts 1 and 4—Demolition of Existing Structures and Pavement

Impacts 1 and 4 are for the demolition of existing structures and pavement. The total of these impacts is 0.21 acre. These impacts were previously approved under the PPS and remain unchanged.

Impacts 2 and 5—Road and Utility Crossings

These impacts total 1.11 acres and are for the installation of a road crossing with a co-located water line and sewer connections. Impact 2 is for Public Road A, which is aligned at Church Road across from the existing driveway for an M-NCPPC owned property. Waterline and sewer utilities will be co-located with the road crossing. Using the minimum centerline radius requirements, the proposed road turns south, resulting in 0.45 acre of stream and primary management area (PMA) impact. This impact was previously approved under the PPS and remains unchanged.

Impact 5 is in the southwestern portion of the site and is a crossing for proposed Private Road K, along with waterline and sewer utilities. This portion of the site cannot be accessed without crossing the PMA. The applicant located the crossing at the westernmost point, where the PMA is the narrowest, and designed the road, culvert, temporary bypass channels for the culvert and the water and sewer mains to result in the smallest impact. The applicant notes that the sewer line is planned around the culvert due to DPIE requirements. This impact was previously approved for 0.72 acre of impact and has now been reduced to 0.66 acre of impact.

Impacts 3, 6, 7, and 9—Stormdrain Outfalls

Impacts 3, 6, 7 and 9 were previously approved with the PPS for a total of 0.32 acre. After doing more detailed design, impact 3, an outfall for a SWM facility, had to be moved further into the PMA to be further away from existing adjacent Lot 1. This increased the impact from 0.05 acre to 0.29 acre, still avoiding impacts to the adjacent wetlands. Impact 6, another SWM outfall, was originally approved for 0.15 acre and was decreased to 0.03 acre, and no longer impacts the wetland or floodplain. Impacts 7 and 9 were removed entirely. The total area of impacts after modification of the stormwater outfalls remains at 0.32 acre.

Impacts 8 and 10—Access Easement

These impacts total 0.37 acre and are needed for validating the impacts for an existing ingress and egress easement serving the Flick property to the south. These impacts were previously approved under the PPS and remain unchanged.

Impact 11—Utility Impact

This impact for 0.08 acre is a proposed temporary impact to install a water loop as requested by the Washington Suburban Sanitary Commission (WSSC). This alignment is an alternative option that will only be installed if the preferred option of crossing the PEPCO property to the west proves to be unattainable.

After evaluating the applicant's SOJ for proposed impacts to regulated environmental features, staff supports proposed Impacts 1-6, 8, 10 and 11. Five of the impacts (1, 2, 4, 8, and 10) remain unchanged as approved under PPS 4-20006. Two impacts (7 and 9) have been eliminated. Impacts 3, 5, 6 have been adjusted from what was previously approved under the PPS and have been submitted for reapproval. A new impact (11) has been added for approval. Staff recommends approval of all of these impacts.

Scenic and Historic Roads

Church Road is designated as a scenic and historic road in the 2009 *Approved Countywide Master Plan of Transportation* and has the functional classification of collector. Any improvements within the right-of-way of an historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads.

The Landscape Manual addresses the requirements regarding buffers on scenic and historic roads. Landscaping is a cost-effective treatment which provides a significant visual enhancement to the appearance of a historic road. The Special Roadway buffer must be located outside of the right-of-way and public utility easements, and preferably by the retention of existing good quality woodlands, when possible.

Soils

The predominant soils found to occur according to the United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey include the Adelphia-Holmdel, Annapolis fine sandy loam, Collington-Wist, Donlonton fine sandy loam, Shrewsbury loam, Udorthents highway and loamy, and Widewater and Issue soils. According to available information, Marlboro and Christiana clays are not found to occur on this property.

Stormwater Management

A SWM Concept Approval Letter (17175-2020-00) and associated plans were submitted with the application for this site. The plan proposes to construct four submerged gravel wetlands, one micro-bioretenion facility, and one bio-swale. No SWM fee for on-site attenuation/quality control measures is required. This stormwater approval expires December 31, 2023.

- g. **Maryland State Highway Administration (SHA)**—At the time this technical staff report was written, SHA had not provided comments on the subject application.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPPE)** — At the time this technical staff report was written, DPPE had not provided comments on the subject application
- i. **Prince George's County Health Department**—In a memorandum dated October February 24, 2021 (Adepoju to Zhang), incorporated herein by reference, the Health Department provided six comments on this application as follows:
 - The property has a history of fuel sales and was used for flight training. The applicant must ensure that underground storage tanks are not disturbed by excavation or grading activities. Should the soil become contaminated during the construction/demolition activity or should the applicant discover contaminated soils, all impacted soils must be handled in a manner that comports with State and local regulations. The applicant may consider testing the soils for possible contaminants associated with the motorized vehicle maintenance prior to the redevelopment of the existing civil airport to a residential community.
 - The applicant may consider applying for the Maryland Department of the Environment's Voluntary Cleanup Program prior to the redevelopment of the site to remove any possible contaminants that may have penetrated the soil surface. Please contact the Land Restoration Program/ Land Management Administration located at 1800 Washington Boulevard in Baltimore Maryland or call (410) 537-3305.
 - Research shows that access to public transportation can have major health benefits. It can be good for connectedness and walkability. Indicate on the plans to connect neighboring communities through public transportation.

The above three comments have been transmitted to the applicant, who is fully aware of the requirements. The applicant agrees to do whatever it takes to comply with applicable local and state regulations.

- There are no existing carry-out/convenience store food facilities or grocery store/markets within a mile radius of this site. The closest food facility is approximately four miles away from this proposed residential 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.

The above comment has been transmitted to the applicant, who is fully aware of the requirements. There are no commercial uses included in this DSP.

- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. 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*.

The above two comments will be included in the site plan notes.

- j. **The Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated April 2, 2021 (Sun to Zhang), incorporated herein by reference, DPR has reviewed and evaluated this DSP for conformance with the conditions of PPS 4-20006, as they pertain to public parks and recreational facilities. The conditions of approval for PPS 4-2006 state that the applicant shall provide on-site recreational facilities with this development. The applicant has submitted a phasing plan, which indicates that the development is to be completed in five phases. This phasing plan also identifies the recreational facilities that are to be provided for each phase, along with the proposed triggers for bonding and construction completion of their proposed facilities. DPR believes that the applicant's proposal is acceptable and the conditions of approval for PPS 4-2006 with regards to parkland dedication have been fulfilled and recommends approval of this DSP.
 - k. **Prince George's County Police Department**—At the time this technical staff report was written, the Police Department had not provided comments on the subject application.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated March 1, 2021 (Ibikunle to Zhang), incorporated herein by reference, WSSC provided standard comments on this DSP that will be enforced in their separate permitting process.
 - m. **Verizon**—In an email dated February 16, 2021 (Holaus to Zhang), incorporated herein by reference, Verizon found no major issues/problems with this DSP.
 - n. **City of Bowie**—In a memorandum dated February 22, 2021 (Meinert to Zhang), incorporated herein by reference, the City of Bowie had no comments, as the project is located outside of the city's limits.
12. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the County Code, without requiring

unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

13. As required by Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

In accordance with the review by the Environmental Planning Section (Rea to Zhang, April 5, 2021), the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the impact exhibit and the conditions recommended in this report. This finding has been fully satisfied.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-20015, including Alternative Compliance AC-21003, and Type 2 Tree Conservation Plan TCP2-005-2021, for Freeway Airport, subject to the following conditions:

1. Prior to certification, the following revisions shall be made, or information be provided on the plans:
 - a. Provide parallel or perpendicular Americans with Disabilities Act accessible curb ramps at all intersections of public streets, private streets, and alleyways.
 - b. Provide a detail exhibit of Americans with Disabilities Act accessible sidewalk ramps.
 - c. Provide continental style crosswalks at Public Roads "A" and "E" at their respective intersections with Church Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.
 - d. Provide standard crosswalks at all legs of the intersection of Public Roads "A" and "B," at all legs of the intersection of Public Roads "A" and "D," at all legs of the intersection of Public Roads "A" and "E," a standard crosswalk crossing Public Road "D" at the proposed pool and clubhouse, and crossing Private Road "J" at its intersection with Public Road "E," unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement with written correspondence.
 - e. Provide a shifted alignment of the shared-use path along Private Road "K" from the east side to the west side between Private Road "J" and Private Alley "H".

- f. Provide a shared-use path crossing at Private Alley “H” across Private Road “K” connecting to the shared-use path that connects to Parcel J2. This crossing shall have the appropriate W11-15/W11-15P/W16-7P signage and the Prince George’s County Department of Public Works and Transportation Std. 700.01 and 700.12 speed humps and markings.
- g. Provide a shared-use path crossing Private Road “K” at its intersection with the southern shared-use path along Parcel D1. This crossing shall connect into the western sidewalk on Private Road “K,” in Parcel B7 with a parallel Americans with Disabilities Act accessible curb ramp and have the appropriate W11-15/W11-15P/W16-7P signage and the Prince George’s County Department of Public Works and Transportation Std. 700.01 and 700.12 speed humps and markings.
- h. Provide a shared-use path crossing Public Road “A” at its intersection with the recommended shared-use path that connects Parcels D and R. This crossing shall have the appropriate W11-15/W11-15P/W16-7P signage and the Prince George’s County Department of Public Works and Transportation Std. 700.01 and 700.12 speed humps and markings, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement with written correspondence.
- i. Provide a shared-use path crossing Public Road “A” at its intersection with the recommend shared-use path that connects Parcels D2 and J. This crossing shall connect into the east sidewalk on Public Road “A,” in Parcel D2 with a parallel Americans with Disabilities Act accessible curb ramp and have the appropriate W11-15/W11-15P/W16-7P signage and the Prince George’s County Department of Public Works and Transportation Std. 700.01 and 700.12 speed humps and markings, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement with written correspondence.
- j. Provide a shared-use path crossing Private Road “J” at its intersection with the shared-use path in Parcel J. This crossing shall connect into the north sidewalk on Private Road “J,” in Parcel G with a parallel Americans with Disabilities Act accessible curb ramp and have the appropriate W11-15/W11-15P/W16-7P signage and the Prince George’s County Department of Public Works and Transportation Std. 700.01 and 700.12 speed humps and markings, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement with written correspondence.
- k. Provide a 10-foot-wide shared-use path connecting Public Roads “A” and “C,” to replace the existing 5-foot-wide sidewalk.
- l. Identify the locations of the short-term, inverted-U style, bicycle parking racks.
- m. Provide the direction of the R5-3 modified/No Unauthorized Motor Vehicles signs to face the shared-use path entrance.

- n. Provide the site plan notes as follows:

“During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.

“During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. 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.”

- o. Prepare and submit documents for the required woodland conservation easements to the Environmental Planning Section for review by the Office of Law, and upon approval record the easements in the Prince George’s County Land Records. The following note shall be added to the standard Type 2 tree conservation plan notes on the plan, as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber ____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”

- p. Revise the highly visible lot exhibit to include the following lots:

Block B: Lots 25, 26, 34, 42, 43, 53, 54, 60, 61, 67, 68, 95, and 102

Block C: Lots 5, 6, 25, 26, 31, 32, 35, 36, 45, 46, 50, 60, 61, 72, 95, and 96

Block G: Lots 3, 13, 14, 21, 35, 36, and 51

Block J: Lots 3, 24, 36, and 46

- q. Provide development standards for fences, accessory buildings, and swimming pools.

2. The proposed development shall be governed by the development standards established as follows:

DEVELOPMENT STANDARDS		
ZONE: Residential Agricultural (R-A) developed per R-T standards pursuant to CB-17-2019		
	SINGLE FAMILY ATTACHED*	SINGLE FAMILY DETACHED
MINIMUM LOT SIZE:	1,800 SF	6,500 SF
MINIMUM LOT DEPTH:	80 FEET	N/A
MINIMUM FRONTAGE AT STREET R.O.W.:	22 FEET	45 FEET
MINIMUM FRONTAGE AT FRONT B.R.L.:	22 FEET	65 FEET
MINIMUM FRONT SETBACK FROM R.O.W.:	N/A ¹	25 FEET ²
MINIMUM SIDE SETBACK (Total of Both Yards/Minimum of Either Yard):	N/A ¹	17 FEET /8 FEET ³
IF A CORNER LOT, THE SIDE YARD ALONG THE STREET:	N/A ¹	25 FEET
MINIMUM REAR SETBACK:	N/A ¹	20 FEET ⁴
MAXIMUM BUILDING HEIGHT:	40 FEET	40 FEET
MAXIMUM LOT COVERAGE:	75 percent	50 percent
¹ For townhouses, specific individual yards are not required. Instead, at least eight hundred (800) square feet per lot shall be allocated for front, side, or rear yard purposes; however, the actual yard area may be reduced to not less than five hundred (500) square feet for the purpose of providing steps, terraces, and open porches (decks) which project into the otherwise required yard area. Not more than three (3) continuous, attached dwellings may have the same setback. Variations in setbacks shall be at least two (2) feet.		
² For single family detached dwellings, stoops, steps and/or porches may encroach ten (10) feet into the front setback.		
³ For each one (1) foot the building exceeds thirty-five (35) feet in height, the minimum side yards shall be increased by one-half (1/2) foot.		
⁴ For single family detached dwellings, stoops, steps, decks, and/or patios may encroach ten (10) feet into the rear setback.		
*A minimum of seventy-five percent (75%) of all townhouse units shall have a full front façade (excluding gables, bay windows, trim, and doors) of brick, stone, or stucco. Townhouses shall not contain vinyl siding.		

3. Prior to issuance of the 130th building permit in Phase 1, the 82nd building permit in Phase 2, the 60th building permit in Phase 3, and the 74th building permit in Phase 5, the respective recreational facilities in each phase shall be installed and open to the residents, as follows:

Phase	Recreational Facilities
1	One tot lot and 470 linear feet of a 10-foot-wide asphalt trail
2	Approximately 5,652 linear feet of a 10-foot-wide asphalt trail
3	One pre-teen lot and 315 linear feet of a 10-foot-wide asphalt trail
5	One tot-lot and one pre-teen lot

4. Prior to issuance of the 382nd building permit, the clubhouse and swimming pool shall be constructed and open to the residents.