



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 Townes at Brandywine Crossing

DSP-19016

| REQUEST | STAFF RECOMMENDATION |
|--|--------------------------|
| Residential development to consist of 170 single-family attached (townhouse) units and associated site features. | APPROVAL with conditions |

| | |
|---|---------|
| Location: On the eastern side of Matapeake Business Drive, east of its intersection with US 301 (Robert Crain Highway). | |
| Gross Acreage: | 18.58 |
| Zone: | I-1 |
| Dwelling Units: | 170 |
| Gross Floor Area: | N/A |
| Planning Area: | 85A |
| Council District: | 09 |
| Election District: | 11 |
| Municipality: | N/A |
| 200-Scale Base Map: | 220SE07 |
| Applicant/Address: Foulger-Pratt Development, LLC 12435 Park Potomac Avenue, Suite 200 Potomac, MD 20854 Attn: Cassie Schupp | |
| Staff Reviewer: Adam Bossi Phone Number: 301-780-8116 Email: Adam.Bossi@ppd.mncppc.org | |



| | |
|------------------------------|------------|
| Planning Board Date: | 10/07/2021 |
| Planning Board Action Limit: | 10/29/2021 |
| Staff Report Date: | 09/22/2021 |
| Date Accepted: | 07/20/2021 |
| Informational Mailing: | 01/21/2021 |
| Acceptance Mailing: | 07/20/2021 |
| Sign Posting Deadline: | 09/07/2021 |

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-19016
Type 2 Tree Conservation Plan TCP2-024-2021
Townes at Brandywine Crossing

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

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance in the Light Industrial (I-1) Zone and site design guidelines;
- b. The requirements of Preliminary Plan of Subdivision 4-19011;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

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

1. **Request:** This approval of a detailed site plan (DSP) is for a residential development to consist of 170 single-family attached (townhouse) units and associated site features.

2. **Development Data Summary:**

| | EXISTING | PROPOSED |
|----------------------------|-----------------|------------------------------------|
| Zone | I-1 | I-1 |
| Use | Vacant | Single-Family Attached Residential |
| Lots / Parcels | 3 parcels | 170 lots and 24 parcels |
| Dwelling Units | 0 | 170 |
| Total Gross Acreage | 18.58 | 18.58 |

Parking and Loading Tabulation

| Use | Proposed* |
|---|------------------|
| Townhouses – 170 Units | |
| | |
| Driveway Spaces (1 space per unit) | 170 |
| | |
| Garage Spaces | 286 |
| 1-car garage (54 units) | 54 |
| 2-car garage (116 units) | 232 |
| | |
| On-Street Spaces | 58 |
| | |
| Total Parking Spaces | 514* |

Note: *Per Section 27-473(b), the Table of Uses for Industrial Zones, Footnote 66, of the Prince George’s County Zoning Ordinance, regulations concerning parking and other requirements of the Light Industrial (I-1) Zone shall not apply and shall be established with the DSP.

3. **Location:** The subject site is located on the eastern side of Matapeake Business Drive, east of its intersection with US 301 (Robert Crain Highway,) in Planning Area 85A and Council District 9.
4. **Surrounding Uses:** The subject site is located on the east side of Matapeake Business Drive, within the Brandywine Community Center edge area, as defined in the 2014 *Plan Prince George’s 2035 Approved General Plan* and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (Subregion 5 Master Plan and SMA). To the north of the subject site is a single property in the Mixed Use-Transportation Oriented (M-X-T) Zone, developed with a commercial building. The site is further bound to the east by undeveloped land in the I-1 Zone that includes the Timothy Branch stream valley; to the west by the right-of-way of Matapeake Business Drive with a shopping center in the Commercial Shopping Center (C-S-C) Zone beyond; and to the south by land in the I-1 Zone developed with a regional stormwater management (SWM) pond, and land in the C-S-C Zone developed with a commercial retail building, specifically a Costco.

5. **Previous Approvals:** The subject site was retained in the I-1 Zone by the Subregion 5 Master Plan and SMA.

On March 26, 1998, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-97124 (PGCPB Resolution No. 98-84), for 19 parcels on 176.44 acres for industrial uses, including the three parcels (Parcels 4, 5, and 6) that comprise the existing site. Parcels associated with the existing site were previously platted in accordance with PPS 4-97124.

In 2018, the Prince George's County District Council approved Prince George's County Council Bill CB-62-2018 to permit townhouse development in the I-1 Zone, subject to certain circumstances, as contained in Section 27-473(b), Footnote 66.

On March 25, 2021, the Planning Board approved PPS 4-19011, subject to 23 conditions (PGCPB Resolution No. 2021-34). The PPS approved 170 lots and 23 parcels to support the development of a residential community of 170 single-family attached dwelling units and associated site features.

The site also has an approved SWM Concept Plan, 8511-2020-01, which is valid through March 4, 2024.

6. **Design Features:** The subject site was previously cleared and graded and includes a regional SWM pond developed as part of the larger Brandywine 301 Industrial Park. The DSP proposes to retain the existing SWM pond and construct a new neighborhood of 170 single-family attached (townhouse) residential units. The western side of the site fronts on Matapeake Business Drive. Vehicular and pedestrian access to Matapeake Business Drive is provided at the northwest and southwest corners of the site. Access at the southwest corner of the site is from an existing roundabout on Matapeake Business Drive and will be restricted to right-in, right-out movements only. A full-movement access point is provided at the site's northwestern corner. All roadways internal to the development are private streets and alleys, with six-foot-wide sidewalks included on both sides of all internal streets. An eight-foot-wide shared-use path is provided along the length of the site's Matapeake Business Drive frontage. A seven-foot-wide sidewalk is provided on eastern edge of the site and a 10-foot-wide shared-use path is provided adjacent to the existing SWM pond on proposed Parcel R.

A photometric plan provided with the DSP shows adequate lighting provided for all private streets, but not for the alleys. Therefore, a condition is included herein requiring this be revised to include lighting of the alleys. Two free standing monument signs with the "Townes at Brandywine Crossing" name are shown, one adjacent to each access point to the site. The size and design of these signs is acceptable. Private on-site recreational facilities are proposed to serve the development and include an approximately 3,700-square-foot clubhouse with a fitness room and function space, a tot lot, trails, seating, and open space areas. Architectural elevations provided for the clubhouse show it will be of a modern design and include the use of high-quality materials, such as brick or stone veneer. The recreational facilities provided are appropriate for the development.

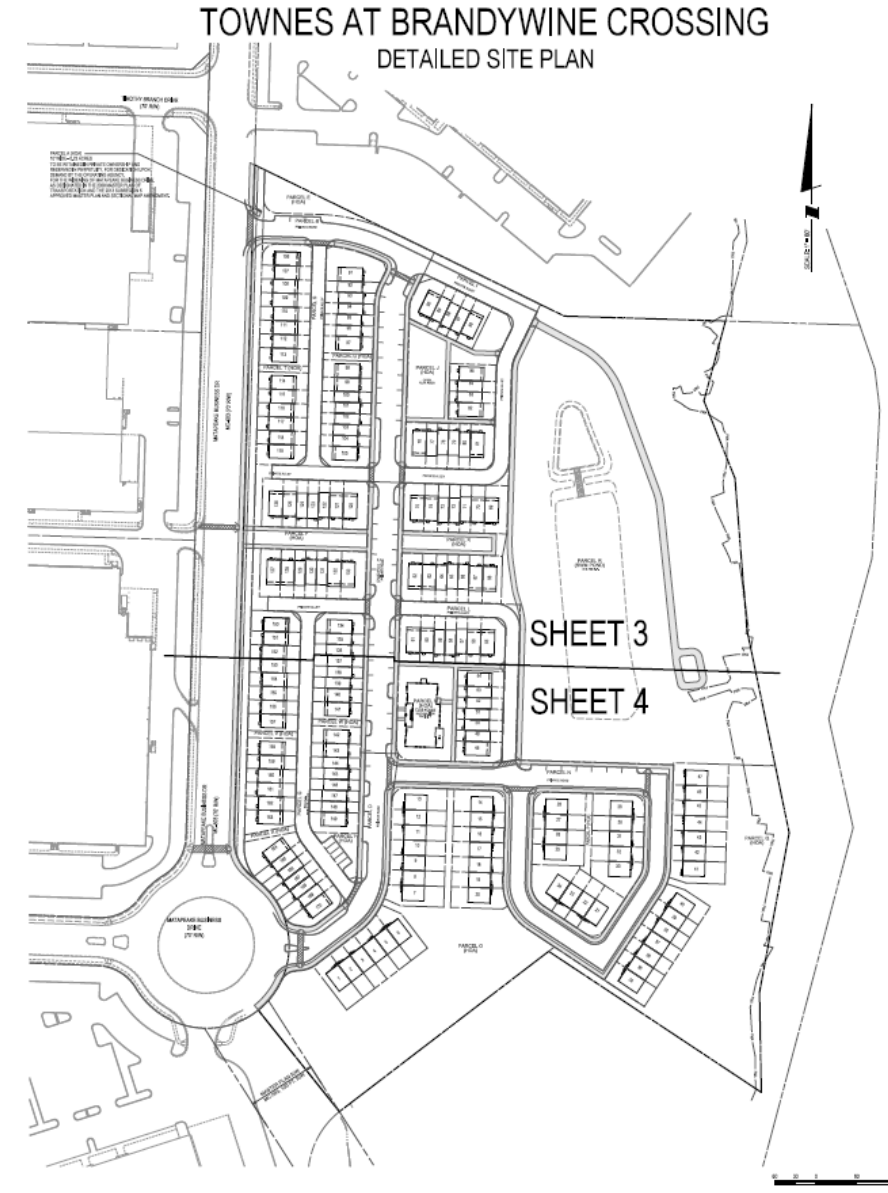


Figure 1: Site Plan

The DSP includes architectural elevations for three single-family attached home models, as follows:

| Unit Type | Width (feet) | Garage | Area (sq. ft.) |
|------------------|---------------------|---------------------|-----------------------|
| Addison | 16 | 1-car, rear-loaded | 1,525 |
| Branch | 20 | 2-car, rear-loaded | 1,609 |
| Cheverly | 22 | 2-car, front-loaded | 1,768 |

All groupings of single-family attached homes are of eight or fewer units. In the western portion of the site, groupings generally consist of six narrower Addison units flanked by two wider Branch units, at either end. Groupings of units in the eastern portion of the site are comprised of Cheverly home models only. The fronts and sides of building groups are to be clad with a combination of brick veneer and siding in a variety of complimentary colors.

High and medium visibility end walls are provided with enhanced architectural treatments, as appropriate, and lots are specified on an exhibit, which should be included in the DSP, as conditioned herein. Staff finds the design of single-family attached units proposed with this DSP to be acceptable.



Figure 2: Illustrative Townhouse Elevations

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the I-1 Zone and the site design guidelines of the Zoning Ordinance.
- a. In accordance with Section 27-473(b), Footnote 66, townhouses are a permitted use in the I-1 Zone, provided:
- (A) **All or part of the property is located: (i) within one-quarter mile from an existing mass transit rail station operated by the Washington Metropolitan Area Transit Authority (WMATA); or (ii) is located within a designated Community Center Edge in the applicable Master Plan or Sector Plan, and abuts property with a zoning classification of M-X-T;**
 - (B) **The use is subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle; and**
 - (C) **Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping, and other requirements of the I-1 Zone shall not apply. All such requirements, except for those cited herein for townhouses, shall be established, and shown on the Detailed Site Plan. Townhouse uses shall conform to the dimensional requirements set forth in Section 27-544(f)(2)(E) and (G) of this Subtitle.**

The DSP proposes a residential neighborhood of single-family attached (townhouse) units. The subject site meets Criteria A of Footnote 66, as it is located within the Brandywine Community Center Edge, as designated by the Subregion 5 Master Plan and SMA, and abuts property in the M-X-T Zone. This DSP has been filed with the intent of satisfying Criteria B. Regarding Criteria C, development regulations for the I-1 are generally not applicable and instead, the DSP provides development regulations, as required. Staff finds the development regulations provided to be acceptable. In addition, the townhouse use must conform to the dimensional requirements of Section 27-544(f)(2)(E) and (G) of the Zoning Ordinance, which require the following:

- (E) **The maximum number of townhouse dwelling units per building group shall be ten (10). No more than thirty percent (30%) of the building groups shall contain nine (9) to ten (10) dwelling units. All other townhouse building groups shall contain no more than eight (8) dwelling units**
- (G) **End units on townhouse building groups shall be a minimum of twenty (20) feet in width and the minimum building width of a contiguous attached townhouse building group shall be sixteen (16) feet per unit. A variety of townhouse sizes shall be provided, with a minimum gross living space of a townhouse**

unit shall be 1,500 square feet except that ten percent (10%) of the townhouse units may be reduced to 1,200 square feet.

The DSP shows building groups of eight or fewer townhouse dwelling units per group, in conformance with criterion (E). End units on all townhouse building groups are specified to be the 20-foot-wide Branch and/or 22-foot-wide Cheverly model types. Most building groups in the western portion of the site have 16-foot-wide Addison units, with Branch models on the ends of each group. As further detailed in Finding 6, a variety of three townhouse sizes are provided. The smallest unit is the Addison, which has a minimum gross living area of 1,525 square feet. Staff finds that the townhouse use conforms to the dimensional requirements of Section 27-544(f)(2)(E) and (G).

- b. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. Provided minor revisions are completed to the DSP as recommended, the proposed plan generally meets all of the site design guidelines by providing safe, efficient, and convenient vehicular and pedestrian circulation, adequate lighting, and landscaping.

8. Preliminary Plan of Subdivision 4-19011: On March 4, 2021, the Planning Board approved PPS 4-19011 subject to 23 conditions (PGCPB Resolution No. 2021-34). Of these conditions, the following are applicable to the review of this DSP:

- 5. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19011, consistent with the requirements of Section 24-124.01(f) of the Prince George’s County Subdivision Regulations.**

A bicycle and pedestrian impact statement exhibit, as required by this condition, was included with this DSP application.

- 6. At the time of acceptance, the detailed site plan, filed by the applicant, shall illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement, with written correspondence:**

- a. **Standard six-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.**
- b. **Eight-foot-wide side path along the subject property’s frontage of Matapeake Business Drive.**
- c. **Perpendicular Americans with Disabilities Act ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.**

- d. **Crosswalks crossing Matapeake Business Drive.**
- e. **Outdoor bicycle parking at all community and recreational areas.**

The DSP shows a standard six-foot-wide sidewalk along both sides of all roads, excluding the alleys. A seven-foot-wide trail path is shown around the existing SWM pond, and an eight-foot-wide side path is shown along the property’s frontage of Matapeake Business Drive. The DSP also reflects American with Disabilities Act ramps, crosswalks, and bicycle racks at recreational areas.

- 7. **Total development within the subject property shall be limited to uses which generate no more than 119 AM peak-hour trips and 136 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.**

PPS 4-19011 established the trip generation in each peak hour that was used for the analysis of the residential trip cap. Using the trip rates from the Transportation Review Guidelines, this development at full buildout is projected to generate 119 AM and 136 PM peak hour vehicle trips.

| Trip Generation | | | | | | | |
|------------------------|-----------|---------|-----|-------|---------|-----|-------|
| | | AM Peak | | | PM Peak | | |
| | | In | Out | Total | In | Out | Total |
| Townhouse (Guidelines) | 170 Units | 24 | 95 | 119 | 88 | 48 | 136 |
| Total new trips | | 24 | 95 | 119 | 88 | 48 | 136 |

The table above indicates that the proposed development will be adding 119 (24 in; 95 out) AM peak-hour trips and 136 (88 in; 48 out) PM peak-hour trips in conformance with the PPS condition.

- 11. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (8511-2020-01) and any subsequent revisions.**

An approved, revised SWM concept plan was submitted with the subject application (8511-2020-01), which is valid through March 4, 2024. The DSP and SWM concept plan are generally consistent.

- 14. **The applicant and the applicant’s heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George’s County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George’s County Planning Department for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan.**

The DSP includes private on-site recreational facilities to serve the residential development. These facilities include a tot lot, clubhouse with a fitness room and gathering spaces, open space areas and trails. These facilities are adequate and appropriately sited to serve the development. Triggers for the construction of each facility were provided in a letter, but need to be listed on the DSP along with the cost estimates for all the features. In addition, the requested triggers, being all facilities constructed prior to the 166th building permit, are insufficient to provide for the future 170 residences in a timely manner. The Urban Design Section finds the recreational facilities package provided to be acceptable, if revised, as conditioned herein.

- 23. After construction of the 170 townhouse units approved, pursuant to this preliminary plan of subdivision, the applicant, its heirs, successors, and assignees, in perpetuity, shall dedicate or convey to Prince George's County upon demand the 10' parcel created pursuant to Condition 1g to allow for the future widening of Matapeake Business Drive.**

Appropriate notes have been included in the DSP identifying the area of future dedication or conveyance.

- 9. 2010 Prince George's County Landscape Manual:** In accordance with Section 27-473(b), Footnote 66, Part C, landscaping requirements of the I-1 Zone shall not apply, and instead landscaping requirements shall be established with the DSP. For this DSP, the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) were used as a guide for determining the adequacy of landscaping provided to serve functional purposes and enhance the aesthetic quality of the development. In general, staff finds the landscape plans as proposed to be adequate, with minor modifications, as conditioned herein.

Should the Landscape Manual have applied, this DSP would have been subject to Section 4.1-2, Residential Requirements for Townhouses; Section 4.6, Buffering Residential Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets. Landscape schedules provided with the DSP show conformance with the requirements of Sections 4.1-2, 4.9, and 4.10. Regarding Sections 4.6 and 4.7, the required quantity of plant units is provided or exceeded, but the full width of the landscape buffers typically required is not provided. Should the requirements of the Landscape Manual have applied, a request for alternative compliance would have been a necessary companion to the DSP. However, as noted, Part C of Footnote 66 provides that the landscaping requirements shall be established with the DSP, and as such, no alternative compliance request is needed.

- 10. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. The site has a previously approved Type 1 Tree Conservation Plan, TCPI-026-91-04, and Type 2 Tree Conservation Plan, TCPII-133-91 (including revisions -01 through 14) for the overall 182.35-acre Brandywine 301 Industrial Park. It should be noted that because the majority of the Brandywine 301 Commerce Center was originally graded for industrial uses, a considerable amount of woodland conservation has been provided off-site, and woodland

conservation on the overall site has been reduced to 9.86 percent of the net tract area. The remaining woodland is classified as “high priority retention” because of the presence of adjacent regulated environmental features.

Based on the submitted TCP2, the site’s gross tract area is 18.58-acres with 0.07 acre of 100-year floodplain, resulting in a net tract area of 18.51 acres. The site contains 1.60 acres of woodland on the net tract, which is identified as high priority for retention, and 0.01 acre of wooded floodplain. Because this site contains very little existing net tract woodland, the 15-percent afforestation threshold requirement for the site is applicable, resulting in a woodland conservation threshold for the site of 2.78 acres, and the addition of off-site impacts result in a woodland conservation requirement of 3.03 acres. The woodland conservation worksheet proposes the removal of 0.00 acre of woodlands in the net tract area, resulting in a woodland conservation requirement of 3.03 acres. The requirement is proposed to be met with 1.60 acres of on-site woodland preservation, 0.37 acre of afforestation/ reforestation on-site, and 1.06 acres of off-site woodland conservation.

Technical revisions are required to the TCP2, which are included in the recommended conditions contained herein.

11. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, of the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned I-1 are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 18.58 acres in size, and 1.86 acres of tree canopy must be provided. The site plan proposes approximately 6.21 acres of TCC on the site, exceeding the requirement.
12. **Referral Comments:** The subject application was referred to the following agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic**—In a memorandum dated August 12, 2021, (Smith and Stabler to Bossi), incorporated herein by reference, the Historic Preservation Section noted that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. A Phase I archeology survey will not be recommended. This proposal will not impact any historic sites or resources, or known archeological sites.
 - b. **Community Planning**—In a memorandum dated September 3, 2021 (Calomese to Bossi), 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 September 8, 2021 (Hancock to Bossi), incorporated herein by reference, a review of the proposal’s conformance with transportation-related conditions of the PPS was provided. The project conforms with those requirements, including the applicable trip cap. Safety concerns with proximity of the driveways of Lots 1-6 to the adjacent intersection of the development’s private street and Matapeake Business Drive were vetted with the applicant and the Prince George’s County Department of Permitting, Inspections

and Enforcement (DPIE). In response, the DSP provides a raised crosswalk at this intersection as a traffic calming feature. Staff finds this feature and site circulation proposed to be acceptable.

d. **Pedestrian and Bicycle Planning**—In a memorandum dated September 17, 2021 (Jackson to Bossi), incorporated herein by reference, a review of the proposal's conformance with prior conditions of approval was provided. The Timothy Branch Trail is provided on the east side of Matapeake Business Drive, adjacent to the subject site. The multimodal transportation site access and circulation of this plan is acceptable, subject to minor technical revisions included herein.

e. **Environmental Planning**—In a memorandum dated September 7, 2021 (Finch to Bossi), incorporated herein by reference, the Environmental Planning Section provided responses to relevant previous conditions of approval and the following summarized comments:

The subject site was graded with two SWM ponds installed in accordance with prior approvals associated with the Brandywine 301 Industrial Park. A Natural Resources Inventory, NRI-158-06-05, was approved on April 15, 2021. The site contains 100-year floodplain, associated buffers, and steep slopes which comprise the primary management area (PMA). There are no specimen trees on the property. A revised 100-year floodplain study has reduced the amount of woodland preservation provided on the adjacent Outlot A, and also affects the net tract woodland preservation previously provided on Parcels 4, 5, and 6 for the overall development. No new impacts to the PMA are proposed with this DSP and there are no specimen trees on the subject site. An approved, revised SWM concept plan was submitted with the subject application (8511-2020-01), which is valid through March 4, 2024.

There is an existing 15-foot-wide trail easement located on the property, which is located adjacent to a platted 50-foot-wide floodplain buffer (PB RE203-51) along the eastern side of the property. In order to credit woodland conservation being provided within the existing platted easement, the easement needs to be extinguished prior to recordation of a woodland conservation easement on the site, as conditioned herein.

f. **Subdivision**—In a memorandum dated September 2, 2021 (Gupta to Bossi), incorporated herein by reference, it was noted that the DSP is generally consistent with the approved PPS. The DSP corrects a minor issue with public utility easements (PUEs), as established by the PPS, by providing PUE connections to Lots 21–33. Conformance with conditions of prior approvals was reviewed and no issues were noted with the DSP.

g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated August 9, 2021 (Burke to Bossi), incorporated herein by reference, DPR staff provided an overview of the proposal's conformance with prior conditions of approval associated with parks and recreation. Private on-site recreational facilities are provided with the DSP to fulfill mandatory park land dedication requirements, which is acceptable.

- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not provide comments on the subject application.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 3, 2021 (Giles to Bossi), incorporated herein by reference, DPIE commented on roadway dedication requirements and other requirements to be enforced at the time of permit issuance.
 - j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide any comments on the subject application.
 - k. **Prince George's County Health Department**—In a memorandum dated July 27, 2021 (Adepoju to Bossi), incorporated herein by reference, the Health Department provided five comments regarding the proposed project. These focused on noise and dust controls during construction, the proximity of fast-food retailers and grocery stores to the subject site, and site facilities that encourage the inclusion of certain recreational facilities.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In plan notes and a memo dated August 3, 2021 (Leeth to Bossi), incorporated herein by reference, WSSC provided water, sewer, and associated easement conditions to be addressed, prior to development of the site.
 - m. **Permits**—In a memorandum dated September 3, 2021 (Chaney to Bossi), incorporated herein by reference, the Permit Section noted technical corrections and addition of a development standards table are needed for the DSP, and are conditioned herein.
 - n. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not provide any comments on the subject application.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if approved with the proposed conditions below, will represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. 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).**

Based on the level of design information currently available and the limits of disturbance shown on the TCP2, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. No new impacts are proposed with this application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19016, and Type 2 Tree Conservation Plan TCP2-024-2021, for the Townes at Brandywine Crossing, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, as follows:
 - a. Provide additional landscape screening on the west side of Lot 1, to buffer it from the master planned right-of-way.
 - b. Provide raised/tabletop crosswalks at the southern vehicular entrance to the site to further reduce the speed of drivers as they enter the site, as an added safety measure.
 - c. Delete the R3-17/BIKE LANE signs from Matapeake Business Drive.
 - d. Standard D-3 street name sign blades that read “Timothy Branch Trail” where the Timothy Branch Trail intersects with roadways and indicate their locations on the site plans.
 - e. Revise the photometric plans to provide sufficient lighting of all alleys.
 - f. Designate the high and medium visibility lots within the DSP.
 - g. Provide a development standards chart on the DSP to include regulations for building height, lot size, lot coverage, setbacks, frontage, sheds, fences, and decks.
 - h. Revise the DSP to include the cost estimate and triggers for construction of the recreational facilities, to be reviewed by the Urban Design Section as designee of the Prince George’s County Planning Board, to include:
 - (1) Construct the tot lot and open space on Parcel J prior to the approval of the 85th building permit.
 - (2) Construct the clubhouse prior to the approval of the 150th building permit.
2. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - a. Add the TCP2 number to the approval block in the correct format, TCP2-024-2021, on all sheets.
 - b. Add the TCP2 number to the woodland conservation worksheet.
 - c. Remove the steep slopes from the plan, and from the legend.

- d. Correct the legend as follows:
 - (1) Use the standard symbol for a Temporary Tree Protection Fence (TPF).
 - (2) Use the standard symbol for a Permanent Tree Protection Fence (PPF).
 - (3) Add a symbol and label for Root Pruning.
 - (4) Add the 15-foot-wide trail easement.
- e. Correct the General Notes as follows.
 - (1) Correct Note 1 to reference DSP-19016.
 - (2) Remove Note 8.
 - (3) Correct Note 7 as follows: “The property is adjacent to Matapeake Business Drive, which is classified as a Major Collector (MC-503) “.
- f. Revise the detail for Root Pruning to include Note 6: “Root pruning should be performed adjacent to retention area on locations indicated on the Tree Conservation Plan”.
- g. In the Permanent Woodland Conservation Detail, remove the reforestation sign, and replace with a woodland conservation sign.
- h. Revise the title on the coversheet to indicate that this is a Type 2 tree conservation plan.
- i. Provide a separate detail for the afforestation sign on the plan sheet and add a note to indicate that it will be used on the PPF protecting the vulnerable edges of planting areas.
- j. Add an Owner’s Awareness Certification to the coversheet for signature prior to plan approval.
- k. On Sheets 2 and 3:
 - (1) Add a revised legend with the corrections and addition previously requested.
 - (2) Label the “15-foot-wide trail easement to be extinguished” as needed.
 - (3) Remove the label “FPESMT” on the western side of the trail easement.
- l. After required revisions to the TCP2 have been completed, and tables, calculations and/or quantities have been reconciled, have the revised plan signed and dated by the qualified professional preparing the plan.

3. Prior to recordation of a woodland conservation easement and signature approval of the Type 2 tree conservation plan, the existing 15-foot-wide trail easement across the property shall be extinguished.

TOWNES AT BRANDYWINE CROSSING

Detailed Site Plan

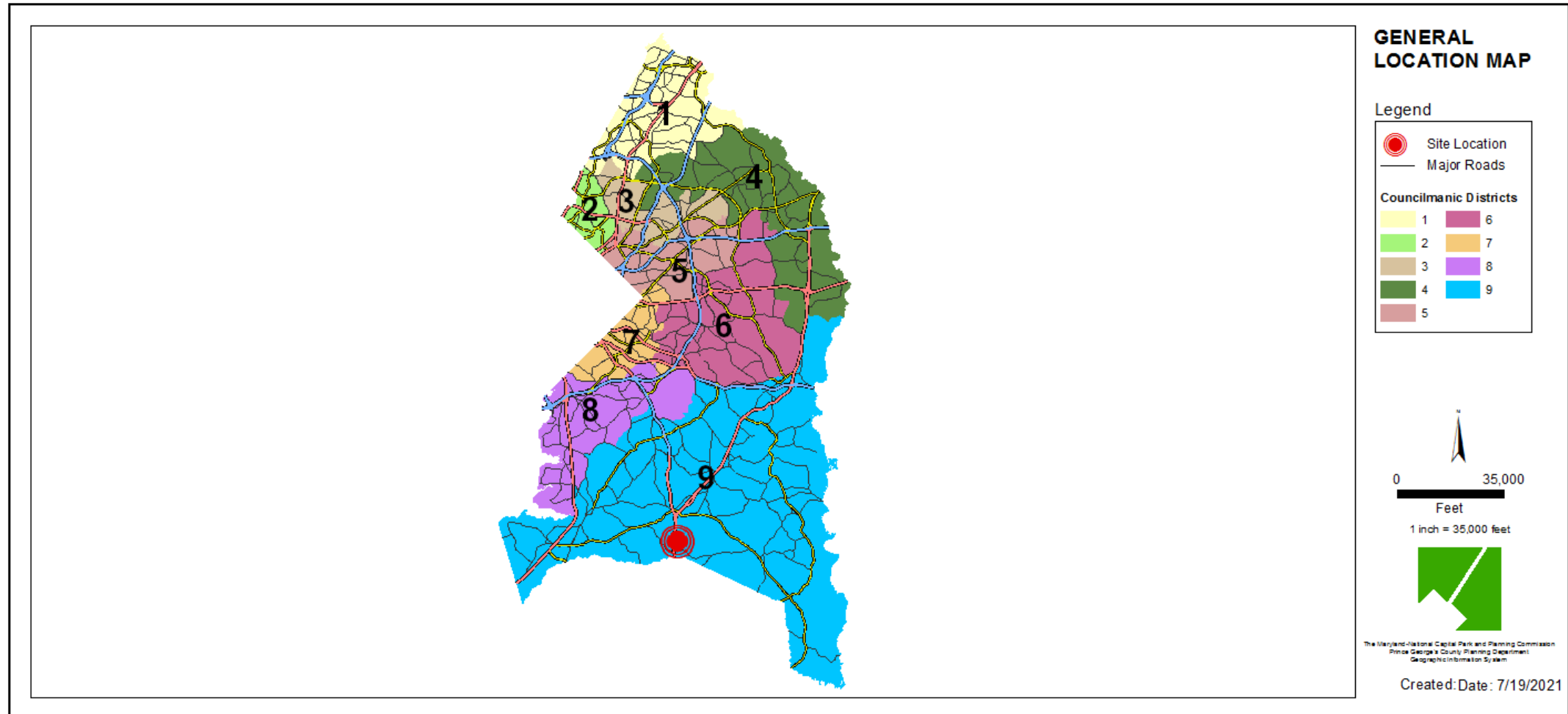
Staff Recommendation: Approval with Conditions



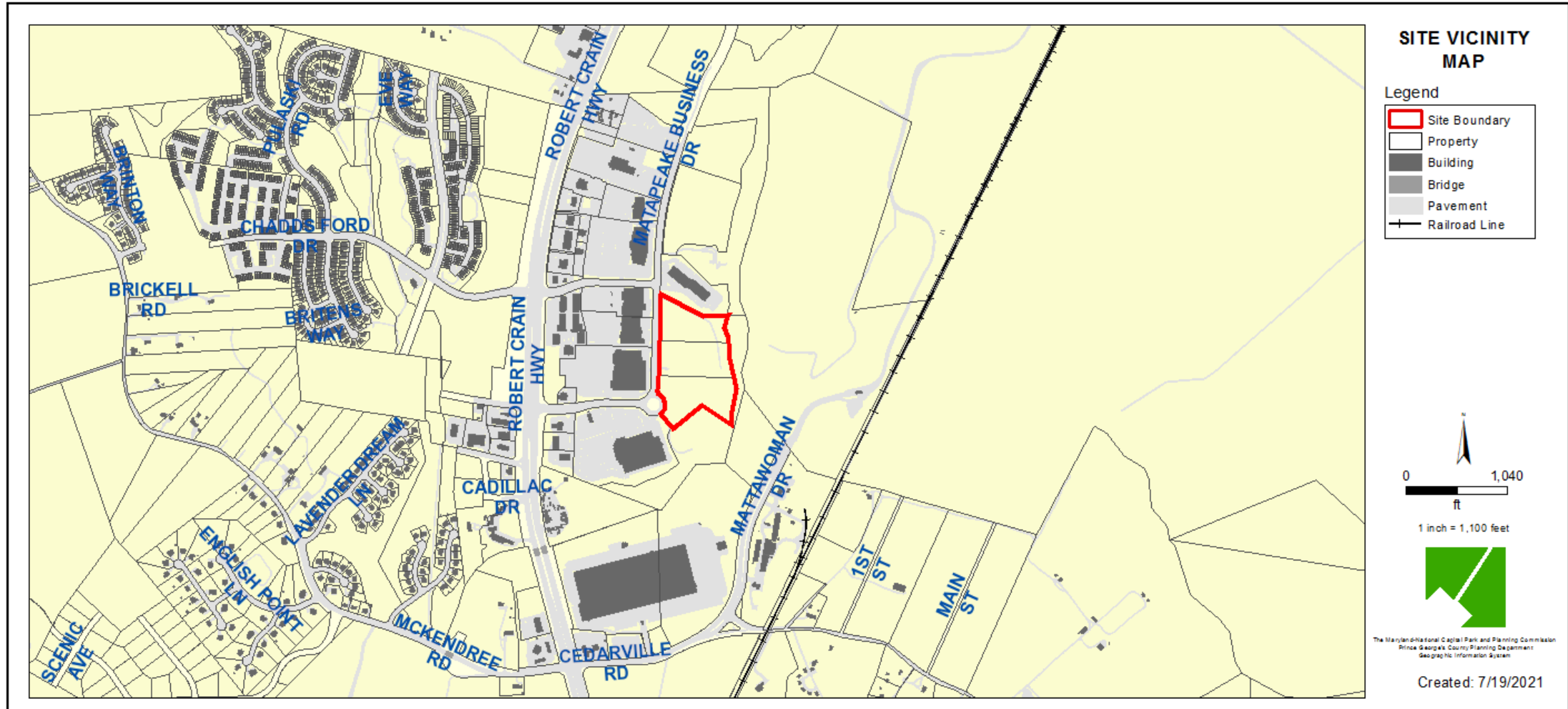
GENERAL LOCATION MAP

Council District: 06

Planning Area: 78

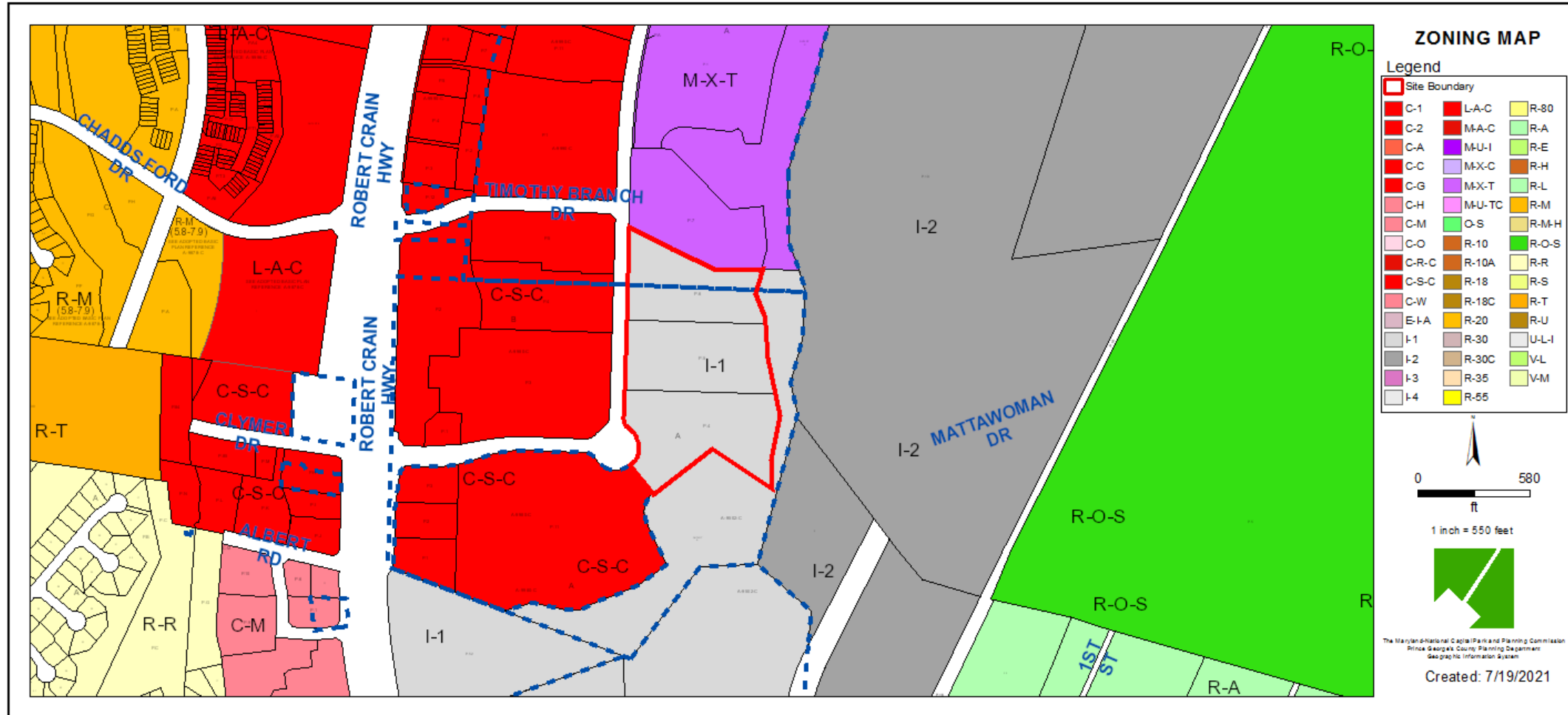


SITE VICINITY MAP



ZONING MAP

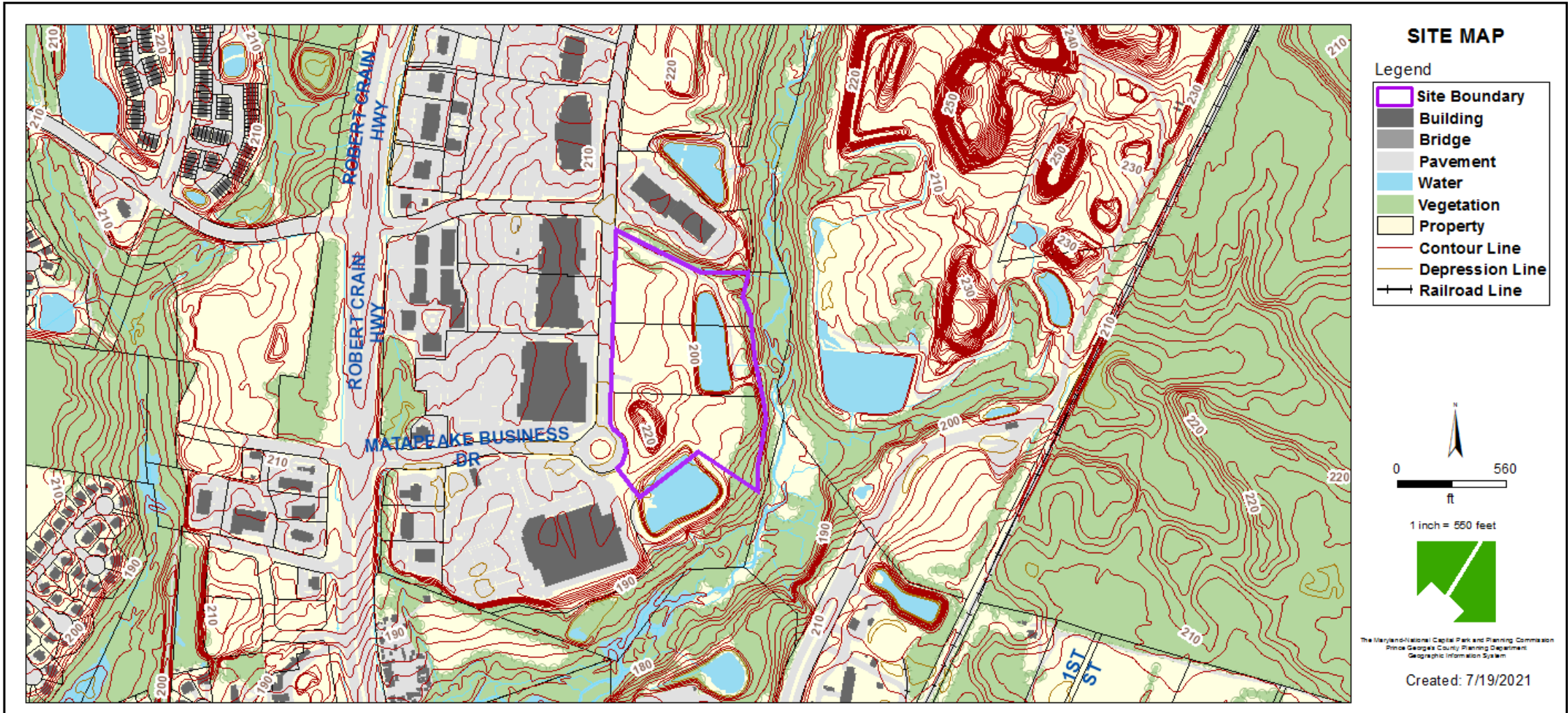
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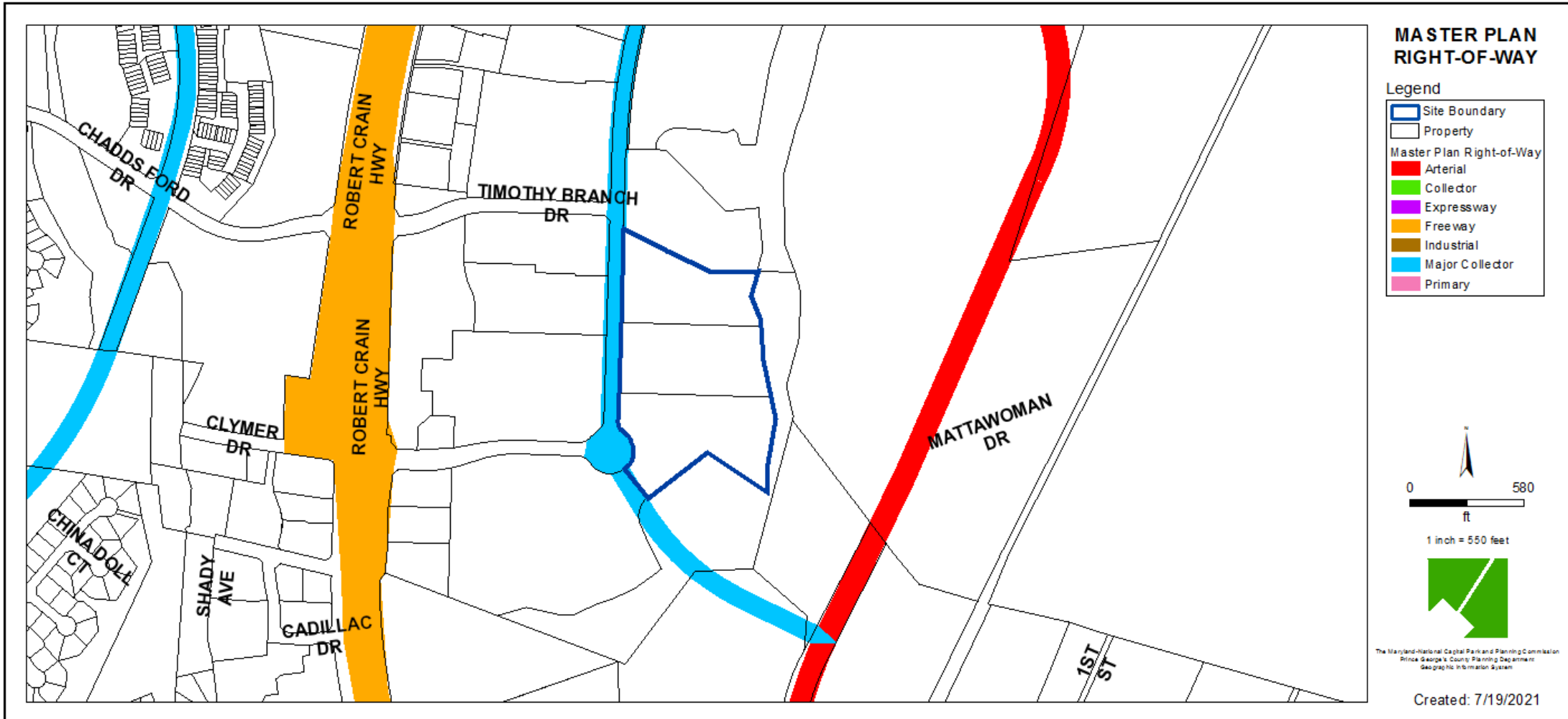
AERIAL MAP



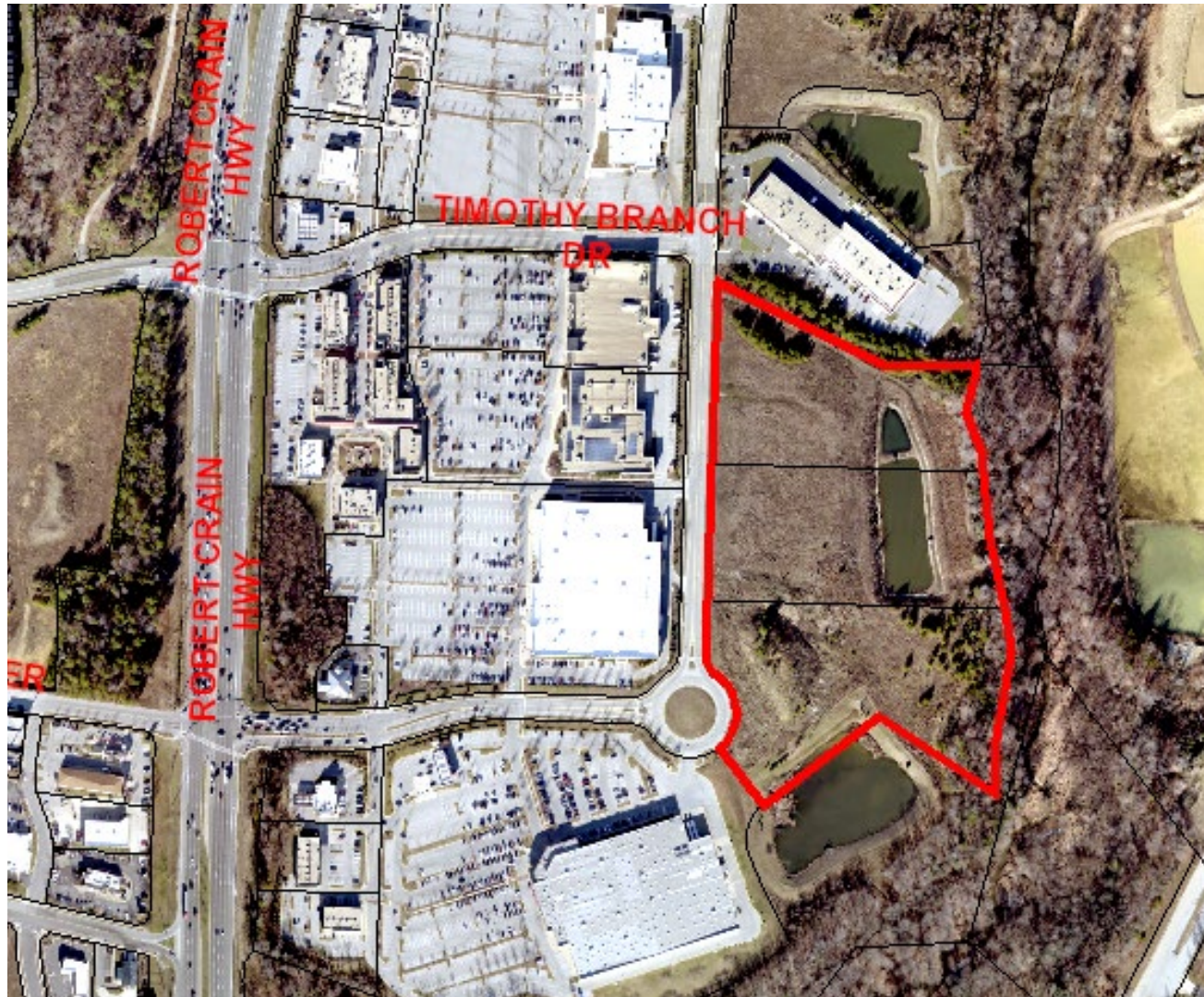
SITE MAP



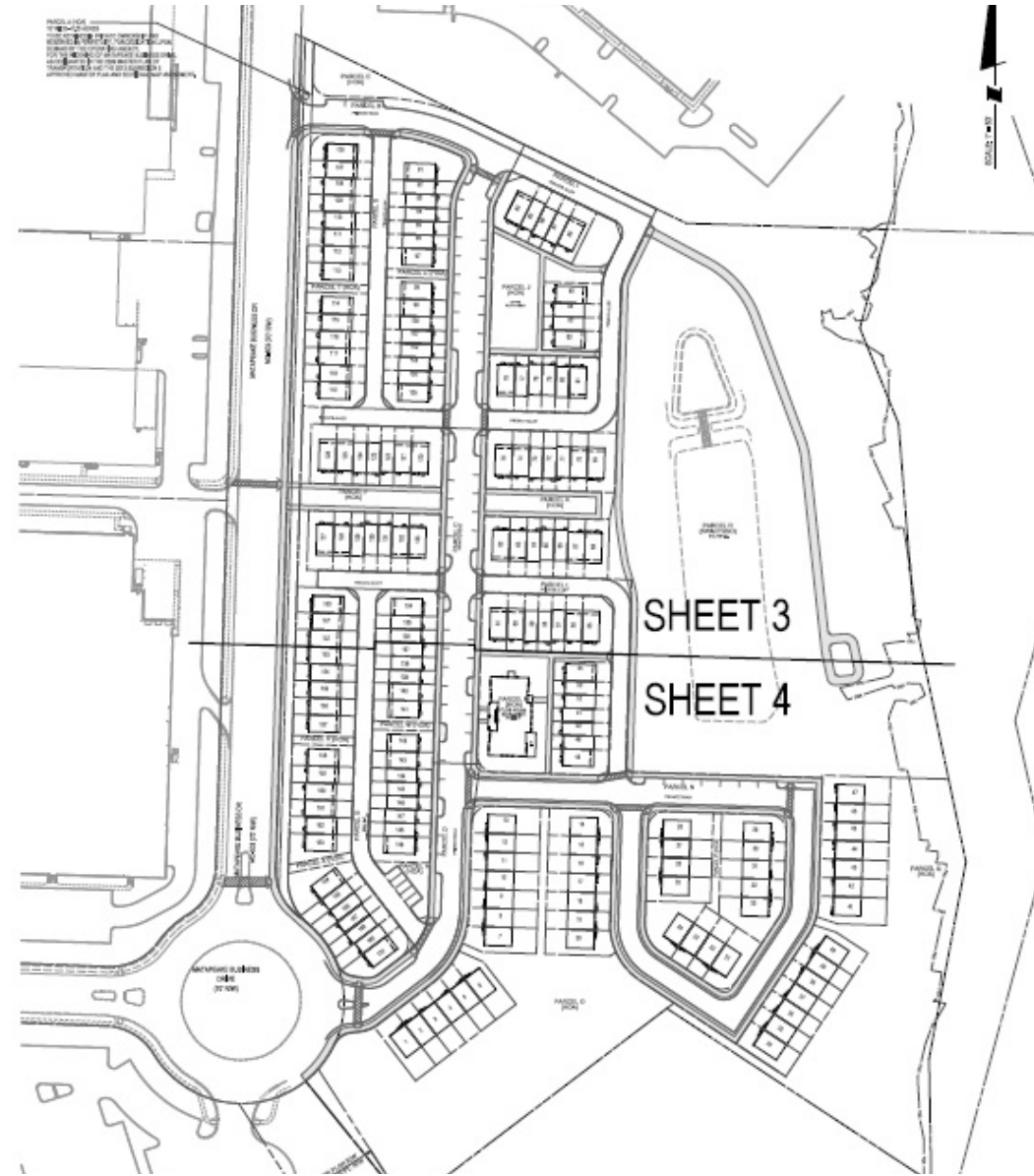
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



OVERALL SITE PLAN



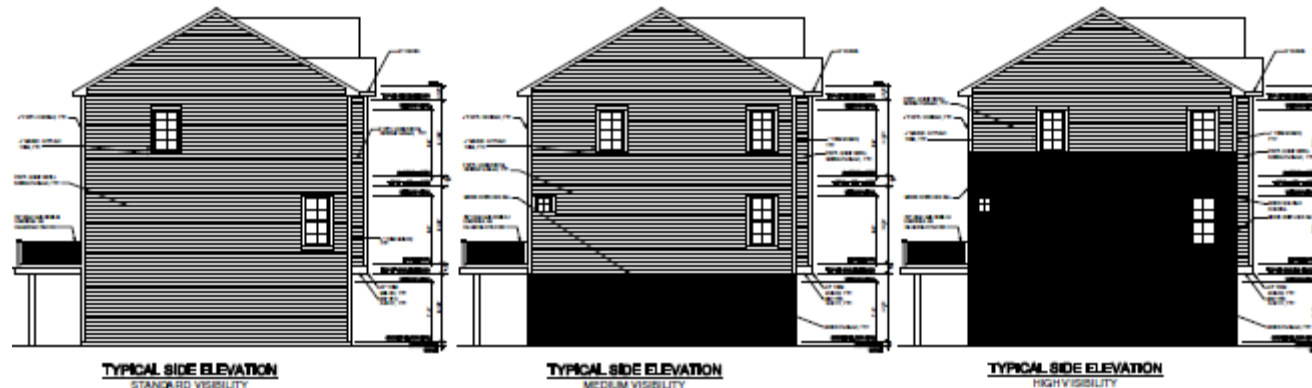
LANDSCAPE PLAN NORTH



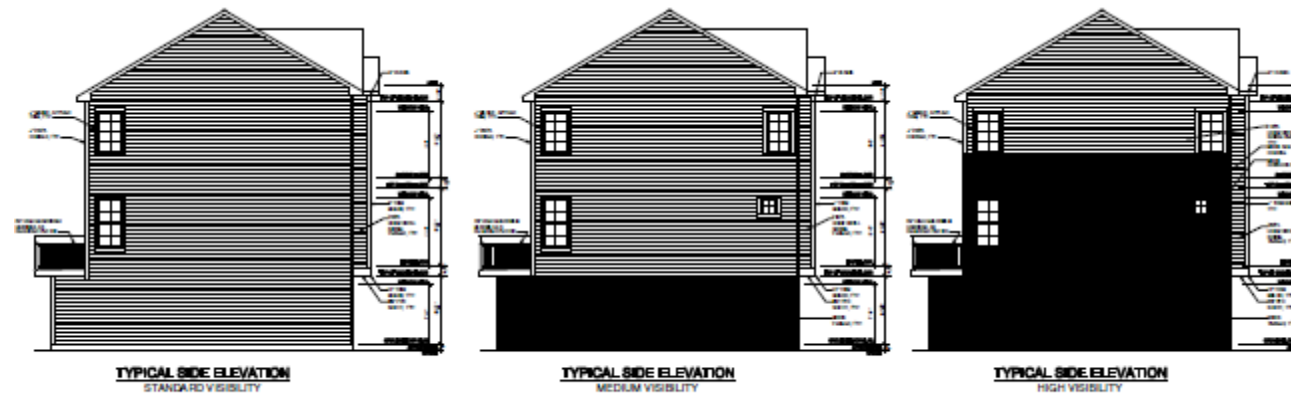
ILLUSTRATIVE – CLUBHOUSE VICINITY



ARCHITECTURAL MODELS - CHEVERLY



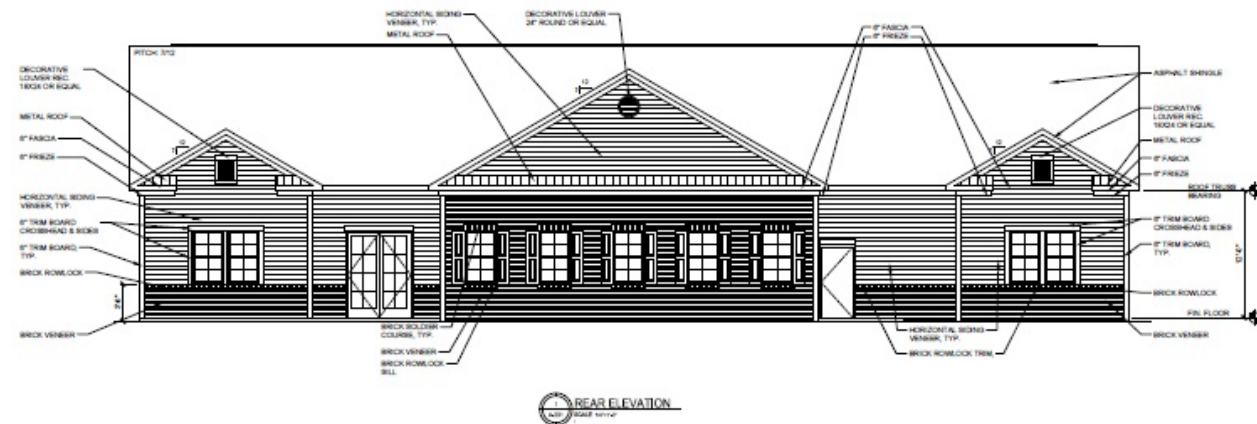
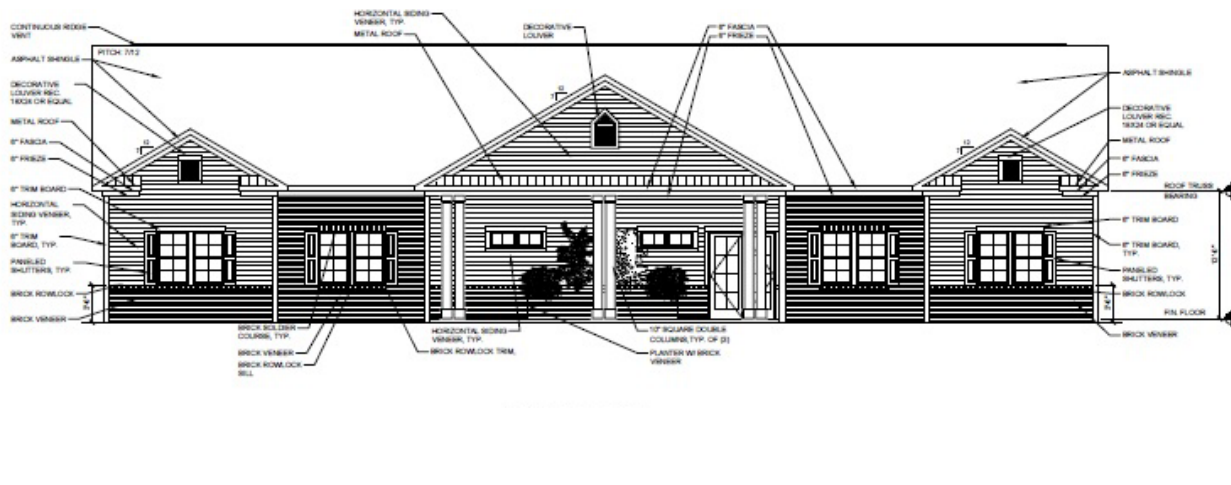
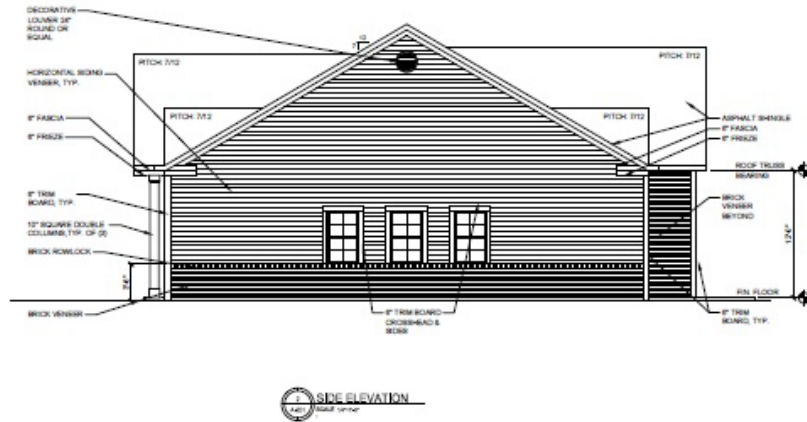
ARCHITECTURAL MODELS – ADDISON & BRANCH



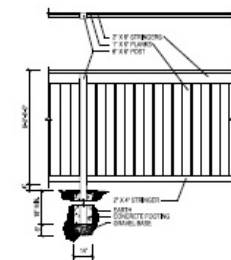
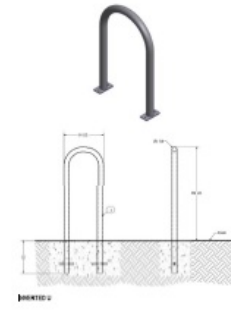
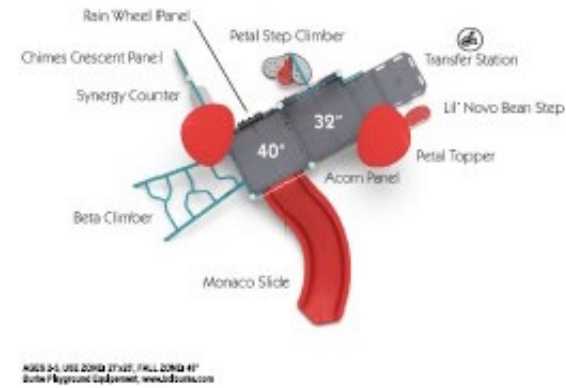
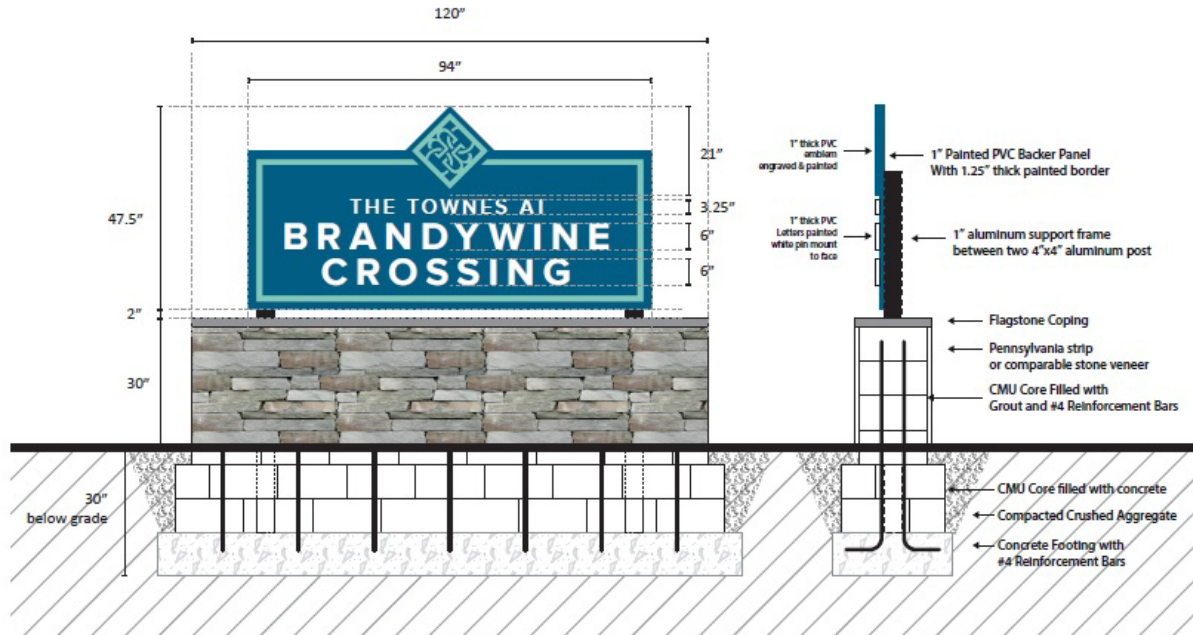
CLUBHOUSE RENDERING



CLUBHOUSE ELEVATIONS



SIGN AND RECREATION ITEMS



STAFF RECOMMENDATION

APPROVAL with conditions:

- DSP-19016
- TCP2-019-2021

STATEMENT OF JUSTIFICATION
THE TOWNES AT BRANDYWINE CROSSING
FOULGER-PRATT, LLC
DSP-19016
APRIL 21, 2021
REVISED AUGUST 23, 2021

Applicant

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1.0 INTRODUCTION/OVERVIEW

Foulger-Pratt, LLC (the "Applicant") is the contract purchaser of 18.58 acres referenced as Parcels 4, 5 and 6 shown on a plat entitled "Brandywine 301 Industrial Park", which plat is recorded among the Land Records of Prince George's County at Plat Book REP 203 at Plat No. 51 (the "Subject Property"). The Subject Property is zoned I-1. The proposed development, known as the Towns at Brandywine Crossing, proposes the development of 170 townhouse units. These three parcels abut the eastern side of Matapeake Business Drive and are roughly one-quarter mile east of the intersection of Timothy Branch Road and Robert Crain Highway (US 301). The Subject Property is presently vacant, but has been graded in conjunction with prior development approvals. Specifically, two stormwater management ponds were previously constructed to support the development of the Brandywine Crossing development. One of these ponds is constructed on Parcels 5 and 6 while the second pond impacts Parcel 4. The land to the north of the Subject Property, Parcel 7, is currently developed with a 47,920 square foot commercial flex building. To the west of the Subject Property, across Matapeake Business Drive, is the Brandywine Crossing development which includes various retail and commercial uses. The land to the south and east is Outlot A, also depicted on the Brandywine 301 Industrial Park Plat, which was created to protect and preserve regulated environmental features (flood plain and stream buffers) associated with a tributary of Mattawoman Creek. Outlot A consists of 14.4018 acres and, except for a portion of a stormwater management pond (the same pond partly located on Parcel 4 referenced above) is undeveloped and undisturbed.

2.0 RECENT ZONING HISTORY OF THE SUBJECT PROPERTY

The area of Brandywine located south of the intersection of MD 5 (Branch Avenue) and US 301 (Crain Highway) was historically envisioned as an employment area serving southern Prince George's County. The Subject Property was originally subdivided pursuant to a preliminary plan of subdivision referenced as application 4- 97124, approved in early 1998. Over time though, only limited industrial development occurred. Eventually, the bulk of the property included in the original subdivision was rezoned to commercial and developed with the Brandywine Crossing Shopping Center. However, the Subject Property was not included in the rezoning.

In 2009, a new Master Plan and Sectional Map Amendment were approved for Subregion 5. The Master Plan designated Brandywine as a Center and placed the Subject Property in the Center edge. Notwithstanding, the land on the perimeter of Brandywine Crossing, east of Matapeake Business Drive, was left in the I-1 zone. However, the Sectional Map Amendment was overturned in Circuit Court in 2012 and reapproved in 2013. At that time, all of the land north of Parcel 6 along Matapeake Business Drive was rezoned to the M-X-T zone, but the Subject Property was left in the I-1 zone. As noted above, the Master Plan placed a center designation on the entire area, which was carried forward in Plan Prince George's 2035, the County's General Plan. The long term vision for this area is clearly no longer industrial, but rather a mixed use town center. Development of the Subject Property with industrial uses was clearly not consistent with the long term vision of the Master Plan.

In 2018, CB-62-2018, was approved. This legislation amended Section 27-473 to permit townhouses in the I-1 Zone under certain circumstances set forth in Footnote 66. The Subject Property satisfies the criteria for the development of townhouses. Specifically, townhouses are permitted where a property is located within a designated Community Center Edge in the applicable Master Plan or Sector Plan, and abuts property with a zoning classification of M-X-T. As referenced above, the Subject Property is located in the Brandywine Center Edge in the Master Plan and the abutting property to the north is zoned M-X-T. In such circumstances, the development of townhouses is subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle. This application is filed to conform to this requirement. Finally, Footnote 66 addresses the applicable development standards. Where townhouses are proposed, Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping and the other requirements of the I-1 Zone shall not apply. All such requirements, with the exception of certain standards applicable to townhouses, shall be established and shown on the Detailed Site Plan. The standards applicable to the development of townhouse are the dimensional requirements set forth in Section 27-544(f)(2)(E) and (G) of this Subtitle.

Preliminary plan of subdivision 4-19011 was filed for the Subject Property on December 17, 2020. The application was reviewed for conformance to the dimensional standards set forth in Section 27-544(f)(2)(E) and (G) and was approved for the development of 170 townhouses with 23 conditions. The

Resolution approving the preliminary plan is referenced as PGCPB No. 2021-34 and was adopted on March 25, 2021. The applicable conditions of approval are addressed herein.

3.0 SUMMARY OF DEVELOPMENT PROPOSAL

The Approved Preliminary Plan of Subdivision for the subject property (4-19011) approved 170 townhouse units. In this application, a total of three unit types are proposed. A 22' wide, front loaded two car garage unit, referenced as the Cheverly, is proposed for 48 lots. A 20' wide, rear loaded two car garage unit, referenced as the Branch, is proposed for 71 lots. A 16' wide rear loaded one car garage unit, referenced as the Addison, is proposed for 51 lots. The units include a variety of design features, as depicted on the elevation of each stick of units which have been provided. The front façade of the units will consist of 60% brick, with window projections and covered door entries to provide a variety of design features and fenestration.

The layout of the subdivision is intended to create a more urban street edge consistent with a mixed-use center development concept. The townhouses fronting on Matapeake Business Drive front the road, with the exception of two units whose side elevation faces the road. These units are oriented to front on a green strip which will provide pedestrian access through the community from Matapeake Business Drive. In accordance with the regulations set forth in Section 27-544(f)(2)(E) and (G), the maximum number of townhouse dwelling units per building group is eight (8), less than the ten (10) permitted. In addition, end units on the proposed townhouse building groups are a minimum of twenty (20) feet in width and the minimum building width of a townhouse is (16) feet per unit. A variety of townhouse models are provided, ranging in size from \$1,525 square feet to 1,768 square feet.

In this case, the Preliminary Plan was approved based upon the mandatory dedication requirements for parkland being satisfied by on-site private recreational facilities. The recreational facilities proposed focus on both indoor and outdoor passive and active recreational opportunities for all residents. In addition to walking paths throughout the community, two recreational areas are provided, designated as Parcel J and Parcel M. Parcel J, located in the northern section of the community, is envisioned as an open play area with benches and greenspace. Parcel M will be improved with a

club house with meeting space and a fitness center. The goal of the amenities is to provide residents with a variety of indoor and outdoor recreational and social meeting opportunities. These facilities have been spread throughout the community to be accessible to the residents. Details of the recreational facilities and a worksheet demonstrating that the facilities satisfy the requirements for private facilities for a development of this size are included with the DSP.

4.0 ANALYSIS OF CONFORMANCE WITH THE CONDITIONS OF PRELIMINARY PLAN OF SUBDIVISION 4-19011

The Preliminary Plan of Subdivision was approved on March 25, 2021, subject to 23 conditions. There are several conditions which are required to be complied with prior to certification, prior to final plat or prior to the issuance of building permits. Those conditions are not relevant to the subject Detailed Site Plan. The conditions of approval which are relevant to the approval of the Detailed Site Plan are listed and addressed below.

5. **Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19011, consistent with the requirements of Section 24-124.01(f) of the Prince George's County Subdivision Regulations.**

COMMENT: An exhibit detailing the BPIS improvements is included with the Detailed Site Plan in conformance with Condition 5.

6. **At the time of acceptance, the detailed site plan, filed by the applicant shall illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence:**
 - a. **Standard six-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.**
 - b. **Eight-foot-wide side path along the subject property's frontage of Matapeake Business Drive.**

- c. Perpendicular Americans with Disabilities Act ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.
- d. Crosswalks crossing Matapeake Business Drive.
- e. Outdoor bicycle parking at all community and recreational areas.

COMMENT: Each of these bicycle and pedestrian features are depicted on the Detailed Site Plan in accordance with Condition 6.

- 7. Total development within the subject property shall be limited to uses which generate no more than 119 AM peak-hour trips and 136 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.

COMMENT: The development proposed in this Detailed Site Plan is consistent with the development proposed at the time of Preliminary plan and does not exceed the approved trip cap.

- 11. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (8511-2020-01) and any subsequent revisions.

COMMENT: The development proposed with the Detailed Site Plan is in conformance with the approved Stormwater Concept Plan.

- 14. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan.

COMMENT: The centerpiece of the on-site recreational facilities is a clubhouse, located in the southern half of the community.

The clubhouse is a one-story structure which is approximately 90 feet wide by 40 feet deep, with a total of 3,727 square feet. The clubhouse will include office space, a fitness center and a great room, which will include seating, a kitchen and recreation area. Since this community will be rental townhouse community, the clubhouse will also serve as the leasing office. The total cost of the clubhouse is estimated to be \$647,500.

In addition to the clubhouse, additional outdoor recreational facilities will also be provided. A tot lot is also proposed within Parcel J at a cost of \$13,285. In Parcel J, which will be an open play area, 2 benches will be installed at a cost of \$1500. The total estimated cost of the recreational facilities provided on site is \$663,285. Utilizing the formula for determining the value of recreational facilities to be provided for a development of this size, the amount required to be spent on recreational facilities to satisfy mandatory dedication is \$198,679. Thus, the recreational facilities being provided far exceed the minimum amount required to satisfy the mandatory dedication requirements for this community.

21. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-023-2020).

COMMENT: The development conforms with the approved Type 1 Tree Conservation Plan, as amended pursuant to the conditions of the preliminary plan. A Type 2 Tree Conservation Plan is included with the Detailed Site Plan.

Based upon the above, the proposed DSP conforms to all applicable conditions adopted by the Planning Board as part of the Preliminary Plan of Subdivision.

5.0 CONFORMANCE WITH THE GENERAL PURPOSES OF DSP'S

The general purposes of Detailed Site Plan (DSP) are contained in §27-281(b) of the Zoning Ordinance, and are expressed as follows:

(b) General purposes.

- (1) The general purposes of Detailed Site Plans are:**
- (A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the**

General Plan, Master Plan or other approved plans;

COMMENT: The Subject Property is located within the Brandywine Community Center as designated in the Subregion 5 Master Plan and Sectional Map Amendment ("SMA") and as the Brandywine Local Center in Plan Prince George's 2035. As discussed above, the area included within the Brandywine Community Center was initially envisioned as a light industrial employment center in the 1993 Master Plan. However, due to market changes over the years, much of the area was rezoned to support commercial, rather than industrial development. The 2002 General Plan characterized the Brandywine Area as a "possible future Community Center". As noted in the 2013 Master Plan, the intent of this characterization was to "encourage the establishment of a focal point for residential and non-residential activity, developed at densities that are high enough to produce transit ridership sufficient to justify the cost of extending and maintaining transit services along MD 5." With the area transitioning from industrial to commercial, the 2009 Master Plan identified the boundaries of the Brandywine Community Center.

The core of the Brandywine Community Center is approximately 120 acres, with the center of the core focused on a future transit station near the interchange of MD5/US 301 and an arterial road (relocated A-55). The Community Center Edge includes areas approximately one-half to three-quarters of a mile from the planned transit station. The edge includes the commercial Brandywine Crossing commercial center as well as the Subject Property. When the Brandywine Community Center was initially proposed in 2009, the boundaries of the Core ended approximately 1500 feet north of Timothy Branch Road, with all of the land south of this area designated as the Community Center Edge. All of the land in the Edge east of Matapeake Business Drive (approximately 40 acres) was proposed to be retained in the I-1 zone, which would have allowed for development of additional light industrial employment uses. The Master Plan states that "Additional commercial, light industrial, or other employment generating uses are encouraged" in the Edge.

Notwithstanding the adoption of the Master Plan and SMA in 2009, the plan was invalidated by the Circuit Court for Prince George's County. When the Master Plan was readopted in 2013, the boundary of the Brandywine Community Center Core was extended to the south on Matapeake Business Drive to include all of the land north of the Subject Property. This was precipitated by the rezoning of approximately 47 acres of land in the I-1 and I-3 zones to the M-X-T zone. The result of this rezoning was to isolate the Subject Property as the only industrially zoned land within the Brandywine Community Center. Later, in 2014, Plan Prince George's 2035 refined the concept of center development. The General Plan included a Growth Policy Map to visually communicate where and how the County should grow over the next 20 years. It designated 28 centers throughout the County, and the Brandywine Community Center was designated as a Local Town Center. Such centers are intended to anchor larger areas of suburban subdivision. The mix of uses in these Local Town Centers is horizontal rather than vertical. New housing is to be low-rise apartments and condos, townhomes and small, single family lots, with an average net housing density of 10-60 dwelling-units per acre.

Subsequent to the adoption of the 2013 Master Plan and SMA and the 2014 Plan Prince George's 2035, the property immediately to the north of the Subject Property, although constructed with the intention of accommodating light industrial tenants and contractors, has been leased to a mix of commercial uses (medical, restaurant and service commercial) permitted in the M-X-T zone. The property immediately north of that is now approved for construction of 312 low-rise multifamily dwellings (DSP-17011). Finally, in 2018, CB-62-208 was adopted permitting several types of residential uses in the I-1 zone where the property satisfies certain locational criteria. These criteria, contained in Footnote 66 to Section 27-473, are as follows:

Permitted use, provided:

- (A) All or part of the property is located: (i) within one-quarter mile from an existing mass transit rail station operated by the Washington Metropolitan Area Transit Authority (WMATA); or (ii) is located within a designated Community Center Edge in the applicable Master Plan or**

- Sector Plan, and abuts property with a zoning classification of M-X-T;
- (B) The use is subject to Detailed Site Plan approval in accordance with Part 3, Division 9 of this Subtitle; and
 - (C) Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping and other requirements of the I-1 Zone shall not apply. All such requirements, except for those cited herein for townhouses, shall be established and shown on the Detailed Site Plan. Townhouse uses shall conform to the dimensional requirements set forth in Section 27-544(f) (2) (E) and (G) of this Subtitle.

The Subject Property satisfies the locational criteria set forth above in that it is located within a designated Community Center. The Subject Property satisfies the locational criteria as set forth above in that it is located in the Brandywine Community Center Edge as designated in the Subregion 5 Master Plan and abuts property zoned M-X-T. The development of the Subject Property with townhouses as proposed implements the Subregion 5 Brandywine Community Center Edge designation, as modified by the vision of the Plan Prince George's 2035 for a Local Town Center.

- (B) To help fulfill the purposes of the zone in which the land is located;

COMMENT: The purposes of the I-1 Zone are set forth in Section 27-469 of the Zoning Ordinance. Those purposes are as follows:

- (A) To attract a variety of labor-intensive light industrial uses;
- (B) To apply site development standards which will result in an attractive, conventional light industrial environment;
- (C) To create a distinct light industrial character, setting it apart from both the more intense Industrial Zones and the high-traffic-generating Commercial Zones; and;
- (D) To provide for a land use mix which is designed to sustain a light industrial character.

Conformance with the purposes of the I- Zone in this case must be viewed in light of the shift in focus away from industrial uses in the Brandywine Community Center, the emphasis of development in accordance with the principals for Local Town Centers set forth in Plan Prince George's 2035 and the specific provisions of CB-62-2018 which amended the I-1 Zone Use Table in order to permit single family attached residential units pursuant to specific criteria and conditions. That being said, the proposed Detailed Site Plan implements the purpose and intent of CB-62-2018. The Site Plan being proposed by the Applicant does in fact provide for an attractive and aesthetically pleasing single family attached residential development. It should also be noted that one of the criteria for development of single family attached units in the I-1 Zone is locational, meaning that the property must be located within a designated Center Edge by the appropriate Master Plan. As outlined above, the Subject Property satisfies this criterion and the proposed development conforms to the recommendations of the Master Plan and the General Plan. In view of the above, the Applicant submits that the purposes of the I-1 Zone are met and satisfied when viewed in light of CB-62-2018.

(C) To provide for development in accordance with the site design guidelines established in this Division; and

COMMENT: The Site Design Guidelines, contained in Section 27-274, are addressed in detail below.

(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

COMMENT: The Subject Property is zoned I-1 and is located within the Brandywine Community Center Edge. The proposed development will add additional residents which will support the Brandywine Crossing commercial development and complete the transition of this area away from light industrial uses. The detailed site plan provides the regulations for the proposed development, except for the dimensional requirements set forth in Section 27-544(f) (2) (E) and (G).

6.0 CONFORMANCE WITH SPECIFIC PURPOSES OF THE DETAILED SITE PLAN

Sec. 27-281 (c) lists the specific purposes of a detailed site plan. There are four specific purposes listed, each of which is addressed below:

Sec. 27-281 (c) (1)(A): To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site.

COMMENT: The submitted Detailed Site Plan demonstrates the location of the existing and proposed buildings, parking facilities, streets and green areas, as required. While each of the units will include at least a one car garage, driveways of sufficient depth are provided to allow off street parking for guests, and there is additional on street parking being provided for additional guests. For a townhouse project subject to Section 27-568, a total of 2.04 parking spaces are required. For 170 dwelling units, this would require a total of 347 parking spaces. In this case, 517 parking spaces are provided. A total of 289 parking spaces are provided in one and two car garages. In addition, each of the driveways is 18 feet in depth, accommodating additional vehicles. Thus, another 170 parking spaces are provided as tandem parking spaces. Finally, there are 58 parking spaces spread throughout the development, primarily in the form of parallel spaces. The result is to provide ample parking for both residents and guests within the community.

Sec. 27-281 (c) (1)(B): To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site.

COMMENT: The submitted DSP included in this application shows the specific grading and landscape planting areas proposed for the site. There is also an approved stormwater management concept plan.

Sec. 27-281 (c) (1)(C): To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and

benches) proposed for the site.

COMMENT: The proposed recreational facilities and their locations are shown on the detailed site plan. The proposed architecture of the units is included as well as details addressing the street furniture which is proposed.

Sec. 27-281 (b) (1) (D): To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

COMMENT: The community will have a homeowners association which will ensure the maintenance of all common areas, including the recreational facilities. The homeowners association will be established through the recordation of covenants which will be recorded among the Land Records and which will be referenced on the final plats of subdivision.

7.0 CONFORMANCE WITH CRITERIA OF APPROVAL--DETAILED SITE PLANS

The Planning Board must find that the Detailed Site Plan satisfies the criteria of approval set forth in Section 27-285(b) of the Zoning Ordinance. These criteria are set forth below.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

Comment: The Applicant submits that the proposed DSP for Foulger-Pratt represents a reasonable alternative for satisfying the site design guidelines. The property is well suited for the proposed use. As noted above, the Subject Property is on the east side of Matapeake Business Drive across from the Brandywine

Crossing Shopping Center. This provides for easily accessible food, retail, restaurants and entertainment uses. Pedestrian connections and crosswalks are provided in safe locations to access the commercial development. The property abuts a conservation area associated with Timothy Branch to the east, providing a wooded buffer. Finally, the Applicant is providing on site recreational facilities which will serve the specific needs of this community. These recreational facilities include a club house with a kitchen, great room and fitness center to serve the residents as well as trails and an open play area with seating. The design satisfies the site design guidelines without requiring unreasonable costs. The proposed architecture is of high quality and is designed to provide a variety of facades to meet the needs of marketplace.

The design guidelines are set forth in Sections 27-283 and 27-274 of the Zoning Ordinance. Section 27-283 applies to Detailed Site Plans, and states that the site design guidelines are the same as those required for a Conceptual Site Plan. However, the guidelines shall only be used in keeping with the character and purpose of the proposed type of development. The design guidelines themselves, set forth in Section 27-274, address parking, loading and circulation, lighting, views from public areas, green area, site and streetscape amenities, grading, service areas, public spaces and architecture. Each of these guidelines is addressed below:

Section 27-274(a)(1) General. The proposed plan should promote the purposes of the Conceptual Site Plan. The purposes of Conceptual Site Plans are listed in Section 27-272. The General Purposes include providing for development in accordance with the Master Plan and helping fulfill the purposes of the zone in which the land is located. Conformance with the Master Plan and General Plan are addressed above.

The Specific Purposes of Conceptual Site Plans include explaining the relationships between the proposed uses and illustrating approximate locations of building and parking. The proposed DSP fulfills these specific purposes. The proposed residential divided into pods due to the existence of regulated environmental features, the retention of which will create a very desirable living environment.

Parking, Loading and circulation

General guidance is given regarding the location of parking and loading facilities. The proposed townhouses will provide adequate parking for both the residents and guests. The parking loading and circulation on site were designed to provide safe and efficient circulation. The parking is predominantly provided in the form of integrated garages and tandem driveways with sufficient depth to accommodate additional vehicles. These tandem parking spaces will ensure that sufficient parking is available to accommodate not only the residents but guests as well. In addition to the garage and driveways spaces, 71 parallel parking spaces are spaced throughout the community to provide additional guest parking. The street spaces are spread throughout the community, eliminating the need for a large parking lot and allowing the spaces to be located more convenient to the units they serve.

Lighting

A lighting plan is provided with the detailed site plan. The lighting plan demonstrates that the internal roadways and other public areas of the site are adequately lit, but that such light will not spill off site.

Views

The majority of the townhouses on Matapeake Business Drive are oriented to front on the road to integrate them into the streetscape and ensure that the rear of the units is not visible. Most of the remaining townhouses are oriented east to west to preserve views across the stormwater management pond to the preserved woods to the east. The proposed layout takes the best advantage of the site features and the preserved woodlands.

Green Area

Green area is well-defined and appropriately scaled to meet its intended use. A green corridor is proposed in the middle of the site to link residents to a crosswalk to the commercial development across the street. Recreational areas are located in the northern and southern sections of the community to be easily accessible to residents. All existing on-site woodlands

are being preserved and additional area is being afforested adjacent to existing Parcel "A" which was created through prior subdivision to provide a wooded buffer to Timothy Branch.

Site and Streetscape amenities

The residents will have site amenities provided that will enhance their quality of life. Streetlights and street trees will create an attractive streetscape throughout the community.

Grading

The site has been previously graded in association with prior development activities and is improved with a stormwater management pond.

Service Areas

No service areas are associated with the proposed single family attached homes.

Public Spaces

There are no public spaces designed into the proposed development, but recreational facilities and open space owned and maintained by the HOA are provided and will be available for use by the residents.

Architecture

The proposed architecture uses high quality materials and attractive design to create a community that will benefit the surrounding area. There are three widths of townhouses proposed in addition to both front and rear load units. The multiple façade variations and materials to provide a diversity of product choices.

Townhouses

Section 27-274(a)(11) addresses townhouses and three family dwellings. This consideration emphasizes the preservation of existing trees. Working with staff during review of the preliminary plan of subdivision, the layout was modified to

preserve all existing trees on-site and to provide additional afforestation along the edge of the preserved woods to the east. To create a more urban environment, townhouses are arranged to front on Matapeake Business Drive, but some are also arranged at right angles to facilitate a courtyard design through the middle of the community and eliminate long, linear strips of townhouses. The recreational facilities are designed with units facing the area in order to provide more security and interactivity. In the one instance where units are oriented such that they can be visible from Matapeake Business Drive, adequate buffering is proposed.

- (2) **The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

COMMENT: This criterion is inapplicable as no conceptual site plan was required for the Subject Property.

- (3) **The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

COMMENT: The proposed Detailed Site Plan is not an infrastructure site plan and therefore this criterion is not applicable to the subject Detailed Site Plan.

- (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).**

COMMENT: In addition to this specific finding, Section 27-282(e)(10) requires that a Statement of Justification be

submitted describing how the proposed design preserves and restores the regulated environmental features to the to the fullest extent possible. For the Subject Property, the regulated environmental features were identified during the Preliminary Plan of Subdivision process and it was determined at that time that the regulated environmental features were being preserved to the fullest extent possible because no new impacts are proposed with this development. The site does include a stormwater management facility constructed to support previous development in Brandywine Crossing, and the site was graded initially approximately 40 years ago. Therefore, the Planning Board can find, as it did during the preliminary plan, that regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.

8.0. CONCLUSION

In conclusion, the Applicant submits that the proposed DSP represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. In addition, the Planning Board can find that regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible. For these reasons, the Applicant respectfully requests approval of the DSP.

Respectfully submitted,



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March 30, 2021

Foulger-Pratt Development, LLC
12435 Park Potomac Avenue, Suite 200
Potomac, MD 20854

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-19011
Townes At Brandywine Crossing

Dear Applicant:

This is to advise you that, on **March 25, 2021**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Article 28, Section 7-116(g), of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Gupta, Mridula Digitally signed by Gupta, Mridula
Date: 2021.03.26 14:24:07 -0400
Reviewer

Attachment: PGCPB Resolution No. **2021-34**

cc: Persons of Record

R E S O L U T I O N

WHEREAS, Foulger-Pratt Development, LLC is the owner of an 18.58-acre parcel of land known as Parcels 4, 5, and 6, said property being in the 11th Election District of Prince George's County, Maryland, and being zoned Light Industrial (I-1); and

WHEREAS, on December 17, 2020, Foulger-Pratt Development, LLC filed an application for approval of a Preliminary Plan of Subdivision for 170 lots and 23 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19011 for Townes at Brandywine Crossing was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 4, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on March 4, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-023-2020, and further APPROVED Preliminary Plan of Subdivision 4-19011 for 170 lots and 23 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Revise General Note 10 to show the acreage of the public right-of-way dedication area.
 - b. Revise General Note 12 to show the correct number of proposed parcels.
 - c. Show the proposed public road right-of-way dedication line with the 'property line' symbol.
 - d. Show homeowners association parcels provided in between Lots 163 and 164 and in between Lots 41 and 42.
 - e. Delineate and label the required 10-foot-wide public utility easement along Matapeake Business Drive (MC-503).

- f. Show a label for the existing 17-foot public utility easement located adjacent to Matapeake Business Drive along the entire frontage of the property and described in a deed of easement recorded in the Prince George's County Land Records in Liber 13816 at folio 302.
 - g. Revise the preliminary plan to create a separate parcel 10 feet in width measured from the eastern edge of the 5-foot dedication required by Condition 8. Label this parcel "to be retained in private ownership and reserved in perpetuity, for dedication on demand by the operating agency, for the widening of Matapeake Business Drive, as designated in the 2009 *Master Plan of Transportation* and the 2013 *Subregion 5 Approved Master Plan and Sectional Map Amendment*."
 - h. Revise the corners of all proposed corner lots to either use an arc of 20-foot radius, or an equivalent truncation using a single line segment between the points of curvature.
 - i. Revise Parcel J to widen the 5-foot-wide 'neck' portion located to the south side of Lot 82 to a minimum width of 7 feet.
2. The Washington Suburban Sanitary Commission easement shown across the western portions of Parcels B and E, and Lots 106 and 107 shall be extinguished before the final plat of subdivision is recorded.
 3. The 15-foot-wide trail easement situated parallel to the 50-foot conservation easement for floodplain buffer, and located adjacent to the eastern property line, shall be extinguished at the time of recordation of the final plat of subdivision.
 4. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency, in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations:
 - a. Upgrade two existing crosswalks along Timothy Branch Drive to a continental style crosswalk, as depicted on the Pedestrian Improvement Locations exhibit.
 - b. Upgrade existing crosswalks along Matapeake Business Drive to continental style crosswalks, as shown on the applicant's Pedestrian Improvement Locations exhibit.
 - c. Provide 230 linear feet of 5-foot-wide sidewalk along the portion of Matapeake Business Drive that fronts the property at 16000 Robert Crain Highway (Maryland Tax I.D. 3934098).

5. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19011, consistent with the requirements of Section 24-124.01(f) of the Prince George's County Subdivision Regulations.
6. At the time of acceptance, the detailed site plan, filed by the applicant, shall illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence:
 - a. Standard six-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.
 - b. Eight-foot-wide side path along the subject property's frontage of Matapeake Business Drive.
 - c. Perpendicular Americans with Disabilities Act ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.
 - d. Crosswalks crossing Matapeake Business Drive.
 - e. Outdoor bicycle parking at all community and recreational areas.
7. Total development within the subject property shall be limited to uses which generate no more than 119 AM peak-hour trips and 136 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.
8. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Dedicate five feet of right-of-way along the property frontage on Matapeake Business Drive, to allow for implementation of an urban four-lane road (80-foot right-of-way) per DPW&T standards.
 - b. The parcel proposed for future widening of Matapeake Business Drive shall be labeled on the record plat as follows: "To be retained in private ownership and reserved in perpetuity for dedication, upon demand by the operating agency, for the widening of Matapeake Business Drive, as designated in the 2009 *Master Plan of Transportation* and the 2013 *Subregion 5 Approved Master Plan and Sectional Map Amendment*."
9. Prior to approval of a building permit for each dwelling unit, a fee calculated as \$1,338 multiplied by (Engineering News Record Highway Construction Cost index at time of payment) / (Engineering News Record Highway Construction Cost Index for first quarter, 1993), as shown in accordance with Prince George's County Council Resolution CR-9-2017, shall be determined. All fees shall be paid to Prince George's County (or its designee), to be indexed by the

appropriate cost indices to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement.

10. Any nonresidential development of the subject property shall require approval of a new preliminary plan of subdivision prior to issuance of any permits.
11. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (8511-2020-01) and any subsequent revisions.
12. Prior to approval of a final plat:
 - a. The final plat shall grant 10-foot-wide public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision and Zoning Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
13. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association, land as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:
 - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division.
 - b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division.
 - f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.
14. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan.
15. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of final plats. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.
16. The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of private on-site recreational facilities, prior to issuance of building permits.
17. Prior to signature approval of the preliminary plan of subdivision, a copy of the approved stormwater management concept approval letter and associated plans shall be submitted.
18. Prior to signature approval of the preliminary plan of subdivision, a revised natural resource inventory shall be submitted to, and approved by, the Environmental Planning Section to address the following:
- a. Show detailed design of the existing stormwater management ponds with regards to grading and outfall facilities.
 - b. The relocation of the Matapeake Business Drive (MC-503) master planned right-of-way.
19. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
- a. Show detailed design of the existing stormwater management ponds with regards to grading and outfall facilities.

- b. Show the applicable master-planned right-of-way width along Matapeake Business Drive.
 - c. Retain the 1.60 acres of existing on-site woodlands and provide an additional 0.37 acres of afforestation on site adjacent to the Timothy Branch stream system.
 - d. Any proposal for the location of credited woodland conservation areas shall comply with Section 25-121(b), Woodland and Wildlife Habitat Conservation Priorities, of the County Code.
 - e. The applicant shall afforest 0.25 acres on site (included within the 0.37 acres required pursuant to Condition 19(c) to replace the 0.25 acre preservation area shown on Type 2 Tree Conservation Plan TCP2-133-91-14.
 - f. Revise General Note 11 to reflect the revised stormwater management concept approval letter number.
 - g. After required revisions to the preliminary plan of subdivision (PPS) have been completed, revise the TCP1 to be consistent with the proposed site features and lotting pattern of the PPS.
 - h. Revise the TCP1 to reflect the revised calculations and quantities for woodland conservation provided.
 - i. Have the revised TCP1 plan signed and dated by the qualified professional preparing the plan.
20. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat of subdivision. The following note shall be placed on the final plat of subdivision:
- “Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
21. Development of this subdivision shall be in compliance with an approved Type 1 Tree Conservation Plan (TCP1-023-2020). 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 (TCP1-023-2020), or as modified by a future 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 Conservation/Tree Preservation Policy.”

22. Prior to the issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

23. After construction of the 170 townhouse units approved, pursuant to this preliminary plan of subdivision, the applicant, its heirs, successors and assigns, in perpetuity, shall dedicate or convey to Prince George’s County upon demand the 10’ parcel created pursuant to Condition 1g to allow for the future widening of Matapeake Business Drive.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George’s County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George’s County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site is known as Parcels 4, 5, and 6, Block A, shown on a plat for Brandywine 301 Industrial Park recorded in Plat Book REP 203 page 51, on October 26, 2004. The subject property is 18.58 acres in the Light Industrial (I-1) Zone and is located east of US 301 on Matapeake Business Drive in Brandywine, behind the Brandywine Crossing Shopping Center. The site is subject to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (master plan and SMA).

This preliminary plan of subdivision (PPS) application includes 170 lots and 23 parcels for the development of single-family attached dwellings. The proposed development is in accordance with the provisions of the Prince George’s County Zoning Ordinance, as modified by Prince George’s County Council Bill CB-062-2018. This legislation was adopted by the Prince George’s County District Council on October 23, 2018, to permit certain institutional uses, as well as townhouse uses, in the I-1 Zone under certain circumstances as defined by Footnote 66 in Section 27-473, and of Section 27-544(f)(2)(E) and (G) of the Zoning Ordinance.

PPS 4-97124 was approved by the Prince George’s County Planning Board on March 26, 1998 for 19 parcels, which included the subject property, for industrial use on an overall 176.44-acre property. Parcels 4, 5, and 6 were subsequently platted in accordance with PPS 4-97124. This application supersedes 4-97124 for the subject 18.58-acre property and proposes 170 lots and 23 parcels for residential use. The proposed development is subject to a new PPS, in accordance with Section 24-107 of the Prince George’s County Subdivision Regulations, for further subdivision of the property for residential use.

3. **Setting**—The subject site is located on Tax Map 155 in Grids A3 and A4 and is within Planning Area 85A. The site is located to the east of Matapeake Business Drive, about 0.25 miles east of its intersection with US 301. The following development abuts the subject site; an existing commercial building in the Mixed Use-Transportation Oriented (M-X-T) Zone to the north, a regional stormwater management (SWM) pond in the I-1 Zone to the south, and the Matapeake Business Drive right-of-way of to the west with the Brandywine Crossing shopping center in the Commercial Shopping Center (C-S-C) Zone beyond. The property is flanked to the east by a 100-year floodplain easement associated with Timothy Branch, and the ELP DC development in the Heavy Industrial Zone beyond, which was recently approved for subdivision for 3.24 million square feet of industrial development.

The subject PPS includes three existing parcels and was previously cleared and graded, with a regional SWM pond installed on a large portion of land in the northeast corner. Another regional SWM pond, which is located immediately to the south of the property, is partially located within the property boundaries. This SWM pond is currently accessed via the subject property for maintenance, and this access is proposed to be continued. The property also contains an old soil stockpile, located near the Matapeake Business Drive roundabout.

A 65-foot-wide area was reserved under the current record plat to accommodate a 50-foot-wide floodplain buffer associated with Timothy Branch and a 15-foot-wide trail easement. The ultimate location of the trail was intended to be determined and approved at the time of each individual detailed site plan (DSP) for the affected parcels. This PPS includes retention of a 50-foot-wide ‘Conservation Easement’ for the required floodplain buffer, and the 15-foot-wide trail easement is to be extinguished.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

| | EXISTING | APPROVED |
|------------------|-----------------|------------------------|
| Zone | I-1 | I-1 |
| Use(s) | Vacant | Single-Family Attached |
| Acreage | 18.58 | 18.58 |
| Gross Floor Area | 0 | 0 |
| Parcels | 3 | 23 |
| Lots | 0 | 170 |
| Outlots | 0 | 0 |
| Variance | No | No |
| Variation | No | No |

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on January 8, 2021.

5. **Previous Approvals**—Zoning Map Amendment A-9502-C was approved in 1985, reclassifying the subject property (and other adjacent property) from the Employment and Institutional Area Zone to the I-1 Zone. In 1993, the master plan for Subregion 5 was approved, recommending the property for employment land use. Generally, the employment land use category corresponds to industrial land uses. Accordingly, the 1993 Subregion 5 Sectional Map Amendment retained the I-1 Zone on the property, including the conditions applied at the original zoning map amendment. The 2013 Master Plan and SMA retained the I-1-Zone on the subject property and supersedes A-9502-C and any conditions of approval. CB-062-2018 introduced a text amendment to the Zoning Ordinance, which permits certain institutional and residential uses in the I-1 Zone under certain circumstances.

PPS 4-97124 was approved by the Planning Board on March 26, 1998 (PGCPB Resolution No. 98-84) for 19 parcels, including Parcels 4, 5, and 6, for industrial use on an overall 176.44-acre property. Parcels 4, 5, and 6 were platted in accordance with PPS 4-97124, which was approved with 22 conditions. This application supersedes PPS 4-97124 for the subject 18.58-acre property.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the master plan are evaluated as follows:

Plan 2035

Plan 2035 places the subject property in the Established Communities Growth Policy Area. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. (Map 1. Prince George's County Growth Policy Map, pages 18-20).

Master Plan

The master plan designates the future land use for the subject property as “Employment/Light Industrial.” (Table IV-1: Future Land Use Map Designations, Descriptions, and Applicable Zones, page 31.) (Please also refer to Map IV-1: Future Land Use, page 32, and Map IV-5, Brandywine Community Center Core and Edges, page 50). The master plan included the subject property within the “Brandywine Community Center” Edge. The Brandywine Community Center is intended to be developed with mixed residential and non-residential uses at moderate densities and intensities, with a strong emphasis on transit-oriented development proximate to a future transit node.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, events have occurred to render the relevant recommendations of the master plan no longer appropriate because CB-062-2018 permits certain institutional and residential uses in the I-1 Zone, under certain circumstances, for which this property is eligible.

7. **Stormwater Management**—A SWM Concept Plan was submitted with the subject application (8511-2020-01). The SWM concept plan is currently under review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The plan proposes to utilize two existing SWM ponds - one located onsite and the other located off-site, for water runoff/quality

control measures. Section 24-130(b)(2) of the Subdivision Regulations requires that stormwater control be provided on-site. However, it is noted that ultimate development of the subject property area for industrial use was considered in the design and construction of the two SWM ponds as part of the development of the Brandywine 301 Industrial Park. A residential use is now proposed for the property, which is associated with reduced SWM requirements from the prior approved industrial use. No further action regarding SWM is required with this PPS.

Development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. Parks and Recreation—Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, residential development is subject to the mandatory dedication of 1.85 acres of parkland.

The proposed development is located approximately one mile northeast of Rose Creek Connector Trail that is accessed from McKendree Road in the Rose Creek Estates community. The trail continues north in the Chaddsford community located along US 301, directly across from the Brandywine Crossing Shopping Center. Other nearby park facilities include the Southern Area Aquatics and Recreation Complex (SAARC) located approximately 3.5 miles north of the subject property, and Brandywine North Keys Park approximately 5.7 miles to the northeast on North Keys Road. SAARC is a 75,000-square-foot multigenerational recreation center that includes a natatorium, a double gymnasium, and flexible program spaces on the entry level. The second level of the facility includes a fitness center and running track. Brandywine-North Keys Park contains a picnic shelter, a playground, a paved walking trail, a softball field, a multipurpose field, and a Little League baseball field.

The master plan retained the I-1 Zone on the property and denotes that Brandywine contains approximately 261 acres of local parkland, which is sufficient to meet projected needs through 2030. Additional acquisitions are recommended to meet long term needs including the proposed acquisition of land along the Mattawoman Watershed Stream Valley Park and Timothy Branch.

The 2009 *Approved Countywide Master Plan of Transportation (MPOT)* calls for the development of a planned hard surface hiker/biker/equestrian trail known as the Timothy Branch Trail, along the eastern portion of the subject property. This trail has been shifted to Matapeake Business Drive to match up with trail segments planned for residential development to the north including the new Timothy Branch community. The master plan trail will continue north of the Timothy Branch development in the proposed Stephen's Crossing subdivision, with an ultimate connection to the SAARC facility. The Timothy Branch Trail will also continue south, with connections to the Brandywine Crossing Shopping Center, the Rose Creek Connector Trail, and the Mattawoman Stream Valley Park near the Charles County line.

The 15-foot trail easement located along the Timothy Branch Stream Valley, along the eastern boundary of the subject property, is to be extinguished. Instead, an eight-foot-wide side path located along the entire frontage on Matapeake Business Drive is provided to accommodate the master planned Timothy Branch Trail, which is discussed further as a master plan requirement in the Pedestrian and Bicycle Transportation finding below.

The applicant has proposed private on-site recreational facilities to address the mandatory park dedication requirement. The PPS shows two Homeowners Association (HOA) parcels, Parcel J and Parcel M, totaling 23,023 square feet of land to be designated for recreation. An exhibit provided with the application, shows the fulfillment of on-site recreation facilities may include accessible green space and open play areas with walking paths and benches, a club room, and a fitness studio. The adequacy of the proffered recreation amenities was evaluated in accordance with the Prince George's County Parks and Recreation Facilities Guidelines and the proposal was found satisfactory. The siting and details of the recreational facilities will be evaluated during the review of the DSP.

- 9. Pedestrian and Bicycle Transportation**—This PPS was reviewed for conformance with the MPOT, the master plan, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

Existing Conditions, Sidewalks and Bike Infrastructure

The site is unimproved, aside from a four-foot-wide sidewalk, which is located along the subject property's frontage of Matapeake Business Drive. There are currently no bicycle facilities built on the subject property. The area under review for the PPS is within a 2035 General Plan Center and therefore, is subject to Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines – Part 2."

Previous Conditions of Approval

PPS 4-97124 was approved for the Brandywine Industrial Park, which includes the subject property. Condition 21 discusses the easement and location of the Timothy Branch Trail and is copied below:

- 21. A trail easement shall be established and shown on the Final Plat of Subdivision on the Timothy Branch. The trail may be located within the 50-foot conservation buffer if deemed appropriate at the time of Detailed Site Plan review. The trail location shall provide dry passage outside of the wetlands and 100-year flood plain to the extent possible.**

Approximately 0.45 miles north of the subject site, within the Villages of Timothy Branch subdivision (PPS 4-09003), the Timothy Branch trail has been implemented as an HOA trail only. However, an eight-foot-wide side path to accommodate hikers and bikers along the east side Mattawoman Drive was approved as part of the development. Mattawoman Drive transitions to Matapeake Business Drive south of the Villages of Timothy Branch, which provides frontage on the subject property. The eight-foot-wide side path shall continue south from Mattawoman Drive to Matapeake Business Drive, and along the frontage of the subject site, within the public right-of-way rather than along the stream valley to achieve the public pedestrian connection.

The feasibility of Timothy Branch Trail was evaluated as part of PPS 4-16013 for Matapeake Business Park for Parcels 8 and 9 (PGCPB Resolution No. 17-113), which are located south of the Villages of Timothy Branch and north of the subject property. It was determined that the

Prince George's County Department of Parks and Recreation had no plans to take over operation and maintenance of this trail, to construct any extension of the trail, or to acquire land within this stream valley as a park trail corridor. Instead, the trail was shifted to the east side of Matapeake Business Drive as an eight-foot-wide side path.

Master Plan Recommendations

This development case is subject to the MPOT, which recommends the following facilities:

Timothy Branch planned hard surface trail.

As previously discussed, the Timothy Branch trail was evaluated as part of two preliminary plans of subdivision, both located north of the subject property, specifically the Villages at Timothy Branch (PPS 4-09003) and Matapeake Business Park, Parcels 8 and 9 (PPS 4-16013). While the portion of the trail that falls within the stream valley was designated as an HOA trail only within the Villages of Timothy Branch, an additional eight-foot-wide side path was approved for the east side of Mattawoman Drive, which transitions into Matapeake Business Drive, and which serves both subdivisions.

Shifting the Timothy Branch trail along the subject property's frontage of Matapeake Business Park Drive would connect with the existing eight-foot-wide sidewalk to the north and provide the pedestrian connectivity sought by the required trail, while not impacting environmental features associated with the stream valley. An eight-foot-wide sidewalk is also consistent with the Prince George's County Department of Public Works and Transportation (DPW&T) Urban Street standards.

The applicant's submission contains an exhibit displaying all on-site pedestrian and bicycle improvements, which includes the previously mentioned eight-foot-wide sidewalk along Matapeake Business Drive.

DSP-00053 and revision DSP-00053-01 were approved for office trailer storage on Parcel 7, which falls outside the bounds of the subject application. Therefore, there are no binding prior conditions of approval associated with this DSP on the subject property specific to pedestrian or bicycle improvements.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

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

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Transportation Systems Section of the master plan makes the following recommendations (page 121):

Install bicycle signage and safety improvements along designated shared-use roadways when development occurs or roadways are upgraded. Bikeway improvements may include paved shoulders, painted bike lanes, and bike signage.

Develop bicycle facilities in conformance with the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

The property falls in the area previously known as the Developing Tier and sidewalks are required on both sides of all roads, public or private, excluding alleys. The applicant's submission includes an exhibit indicating all on-site pedestrian and bicycle improvements, including the previously mentioned side path along Matapeake Business Drive, sidewalks along both sides of all new roads, crosswalks at all locations where sidewalks intersect with roads, crosswalks crossing Matapeake Business Drive at two locations, and conceptual bicycle parking at recreation areas.

The applicant shall update the on-site pedestrian and bicycle exhibit to display six-foot-wide sidewalks along both sides of all roads, which is consistent with the 2017 *DPW&T Urban Street Design Standards*, unless modified by DPIE, with written correspondence.

The applicant's on-site pedestrian and bicycle exhibit displays the side path along Matapeake Business Drive, sidewalks along both sides of new roads, marked crosswalks at all locations where sidewalks intersect with roads or streets, crosswalks crossing Matapeake Business Drive, and bicycle parking at recreational areas. The submitted PPS does not display these improvements. The improvements shown in the SDRC exhibit shall be provided on the DSP prior to its acceptance. At the time of DSP, the necessary pedestrian and bicycle improvements required for new residential subdivisions shall be further evaluated.

The subject site is in the Brandywine Town Center, as designated in Plan 2035, and fronts on Matapeake Business Drive, a master plan major collector roadway, with a planned right-of-way width of 100 feet. The current street is consistent with the County industrial road standard, which includes a right-of-way width of 70 feet and a curb-to-curb distance of 46 feet. The submitted plan proposes an additional five feet of right-of-way dedication. Based on the findings discussed in Paragraph 10 of this Resolution, the Planning Board accepted the

Applicant's proffer to dedicate by plat, five feet of right-of-way, totaling 40 feet from the centerline of Matapeake Business Drive. In addition, the Applicant shall create a 10-foot-wide parcel along the five-foot dedication area, to be dedicated upon demand of the operating agency for the future widening of the right-of-way to the master-planned Major Collector 100-foot width. This is consistent with the master plan recommendation for this road and would allow for an urban street section from the 2017 *DPW&T Urban Street Design Standards* to be used. These standards are appropriate for general plan centers, consistent with the County's Complete and Green Streets policy (CB-83-2012), and Urban Streets Standards Policy (Prince George's County Council Resolution CR-85-2016) and could provide shorter curb-to-curb distances for pedestrians crossing the street. While the urban road section would not extend beyond the subject site, it is an appropriate change for a residential use that is across the street from a retail shopping center.

Pedestrian and Bicycle Adequacy

The proposed development is subject to Section 24-124.01, Adequate Public Pedestrian and Bikeway Facilities Required in County Centers and Corridors. The applicant submitted an off-site adequacy exhibit to provide crosswalk facilities at three locations, as well as upgrading 230 linear feet of sidewalk from four to five feet wide, both within the immediate vicinity of the subject property. These facilities have been reviewed by DPIE as well.

Adequacy of On-Site Facilities

The applicant included an exhibit detailing the proposed on-site facilities, which includes the eight-foot-wide side path along Matapeake Business Drive, sidewalks along all frontages, perpendicular Americans with Disabilities Act (ADA) ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets, crosswalks crossing Matapeake Business Drive, and a conceptual location for outdoor bicycle parking.

As discussed above, the best use of the Timothy Branch trail would be as a side path within a new sidewalk network. In addition to providing facilities in conformance with the master plan, this trail facility will contribute to the subject application meeting pedestrian and bikeway adequacy within the subdivision, per Section 24-124.01(b)(2)(A) of the Subdivision Regulations.

- (2) The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
 - (A) The degree to which the bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**

The proffered on-site sidewalks, crosswalks, conceptual bicycle parking facilities, and bicycle-related road improvements along Matapeake Business Drive will contribute to meeting the pedestrian and bicycle adequacy findings, pursuant to Section 24-124.01(b) of the Subdivision Regulations.

Adequacy of Off-Site Facilities

The PPS includes proposed off-site bicycle and pedestrian adequacy improvements, pursuant to Section 24-124.01(c) of the Subdivision Regulations. The cost cap for the site is \$56,890.56. This number was developed by multiplying the non-residential square footage by \$0.35 (\$0), adding the number of dwelling units (170 units) multiplied by \$300 (\$51,000), and then adjusting the total amount for inflation based on the U.S. Bureau of Labor Statistics Cost Price Index between June 2013, the effective date of the adequacy legislation, and today.

Demonstrated Nexus Finding

The applicant proffered to upgrade crosswalk facilities at three locations within the immediate vicinity of the subject property to satisfy the requirement for off-site bicycle and pedestrian adequacy. The applicant shall provide a continental style crosswalk along Timothy Branch Drive, and two continental style crosswalks along the portion of Matapeake Business Drive that sits between the subject property and US 301. In addition, the applicant proffered to upgrade 230 linear feet of sidewalk from four to five feet wide. The proposed location of the sidewalk upgrade will be the portion of Matapeake Business Drive that fronts the property located at 16000 Robert Crain Highway (Maryland Tax I.D. 3934098). The applicant's bicycle and pedestrian impact statement exhibit provides further details on the location and specifics of these improvements.

In a referral dated February 1, 2021 (Lord-Attivor to Barnett-Woods), DPIE recommended an additional off-site crosswalk traversing the south leg of the Matapeake Business Drive and Timothy Branch Drive intersection. However, after further review, the driveway entrance to 7651 Matapeake Business Drive, which is across the street from Timothy Branch Drive, is slightly off set from Timothy Branch Drive. A crosswalk perpendicular to Matapeake Business Drive, which would be the preferred alignment, would require new ADA curb ramps and sidewalks crossing the grass buffers. These facilities would exceed the cost cap. A crosswalk could still be striped at the southern leg of the intersection and connect to the existing curb ramps; however, it would need to cross Matapeake Business Drive diagonally. After additional discussion, DPIE retracted this recommendation (email, Lord-Attivor to Barnett-Woods, February 12, 2021).

The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 miles of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant, and those required, will improve pedestrian and bicycle movement in the immediate vicinity of the subject property while also complementing nearby existing commercial development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the proposed development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the pedestrian and bicycle adequacy findings, pursuant to Section 24-124.01(b) and are within the cost cap, pursuant to Section 24-124.01(c).

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the PPS, as required, in accordance with Section 24-124 of Subdivision Regulations.

- 10. Transportation**—The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Roundabouts: For roundabouts, a volume-to-capacity ratio is computed using the *Highway Capacity Manual* (Transportation Research Board) procedure. A volume-to-capacity ratio greater than 0.850 is generally considered unacceptable; however, the operating agency can deem, in writing, a volume-to-capacity between 0.850 and 0.900 to be acceptable.

Links and Signalized Intersections: Level of Service D, with signalized intersections operating at a critical lane volume of 1,450 or better. Mitigation per Section 24-124(a)(6) of the Subdivision Regulations is permitted at signalized intersections within any transportation service areas subject to meeting the geographical criteria in the “Transportation Review Guidelines - Part 1” (Guidelines).

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections:

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the critical lane volume is computed.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the critical lane volume is computed.

Analysis of Traffic Impacts

The applicant submitted a traffic impact study (TIS) with a date of July 2020. The findings outlined below are based upon a review of these materials and analyses conducted, consistent with the Guidelines. The table below shows the intersections deemed to be critical, as well as the levels of service representing existing conditions:

| EXISTING CONDITIONS | | |
|--|-------------|-------------|
| Intersections | AM | PM |
| | (LOS/CLV) | (LOS/CLV) |
| MD 5-US 301 @ Timothy Branch Drive | B/1130 | C/1179 |
| Matapeake Business Drive @ Timothy Branch Drive * | 9.3 seconds | 9.8 seconds |
| MD 5-US 301 @ Clymer Drive-Matapeake Business Drive | A/902 | C/1266 |
| Matapeake Business Drive @ Site Access Driveway** (roundabout) | v/c = 0.037 | v/c = 0.065 |
| Matapeake Business Drive @ Site Access * | n/a | n/a |
| <p>* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study. ** Roundabout; A volume-to-capacity ratio greater than 0.85 is considered inadequate.</p> | | |

The TIS identified 15 background developments whose impact would affect some, or all of the study intersections. In addition, a growth of one percent over six years was also applied to the traffic volumes. A second analysis was done to evaluate the impact of the background developments. The analysis revealed the following results:

| BACKGROUND CONDITIONS | | |
|--|--------------|--------------|
| Intersections | AM | PM |
| | (LOS/CLV) | (LOS/CLV) |
| MD 5-US 301 @ Timothy Branch Drive | E/1481 | F/1939 |
| Matapeake Business Drive @ Timothy Branch Drive * | 10.8 seconds | 12.3 seconds |
| MD 5-US 301 @ Clymer Drive-Matapeake Business Drive | F/1727 | F/2086 |
| Matapeake Business Drive @ Site Access Driveway** (roundabout) | v/c = 0.073 | v/c = 0.117 |
| Matapeake Business Drive @ Site Access * | n/a | n/a |
| <p>* Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study. ** Roundabout; A volume-to-capacity ratio greater than 0.85 is considered inadequate.</p> | | |

Using the trip rates from the Guidelines, the study has indicated that the PPS represents the following trip generation:

| Table 1 - Trip Generation | | | | | | | |
|----------------------------------|-----------|----------------|------------|--------------|----------------|------------|--------------|
| | | AM Peak | | | PM Peak | | |
| | | In | Out | Total | In | Out | Total |
| Townhouse (Guidelines) | 170 Units | 24 | 95 | 119 | 88 | 48 | 136 |
| Total new trips | | 24 | 95 | 119 | 88 | 48 | 136 |

The table above indicates that the proposed development will be adding 119 (24 in; 95 out) AM peak-hour trips and 136 (88 in; 48 out) PM peak-hour trips. A third analysis depicting total traffic conditions was done, yielding the following results:

| TOTAL CONDITIONS | | |
|---|---------------|---------------|
| Intersections | AM | PM |
| | (LOS/CLV) | (LOS/CLV) |
| MD 5-US 301 @ Timothy Branch Drive | E/1487 | F/1942 |
| Matapeake Business Drive @ Timothy Branch Drive * | 12.9 seconds | 14.6 seconds |
| MD 5-US 301 @ Clymer Drive-Matapeake Business Drive | F/1727 | F/2086 |
| Matapeake Business Drive @ Site Access Driveway** (roundabout) | v/c = 0.079 | v/c = 0.134 |
| Matapeake Business Drive @ Site Access * | 9.0 seconds | 9.2 seconds |
| * Unsignalized intersections. In analyzing two-way stop-controlled intersections, a three-step procedure is undertaken in which the greatest average delay (in seconds) for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standard. According to the Guidelines, all three tests must fail in order to require a signal warrant study. A delay that is less than 50 seconds is considered adequate. ** Roundabout; A volume-to-capacity ratio less than 0.85 is considered adequate. | | |

The results under total traffic conditions show that the intersections of MD 5-US 301 at Timothy Branch Drive and MD 5-US 301 at Clymer Drive-Matapeake Business Drive will operate inadequately. Consequently, the TIS recommends that the application be approved with a condition requiring payment in the Brandywine Road Club.

Staff Review and Comments

Having reviewed the TIS, staff concurs with its findings and conclusions. The TIS was also referred out to County and State agencies for review and comment, however, as of this writing, no comments have been received from those agencies.

The subject property is located within Planning Area 85A and is affected by the Brandywine Road Club. Specifically, CR-9-2017 indicates the following:

1. Establishes the use of the Brandywine Road Club for properties within Planning Areas 85A and 85B as a means of addressing significant and persistent transportation deficiencies within these planning areas.
2. Establishes a list of projects for which funding from the Brandywine Road Club can be applied.
3. Establishes standard fees by development type associated with the Brandywine Road Club to be assessed on approved development.

This resolution works in concert with CB-22-2015, which permits participation in roadway improvements as a means of demonstrating adequacy for transportation, as required in Section 24-124. Specifically, CB-22-2015 allows the following:

1. Roadway improvements participated in by the applicant can be used to alleviate any inadequacy, as defined by the Guidelines. This indicates that sufficient information must be provided to demonstrate that there is an inadequacy.
2. To be subject to CB-22-2015, the subject property must be in an area for which a road club was established prior to November 16, 1993. In fact, the Brandywine Road Club was included in CR-60-1993, adopted on September 14, 1993, and it was developed and in use before that date.

Pursuant to CR-9-2017, the Brandywine Road Club fee for the PPS will be \$1,338 per dwelling unit (townhouse) to be indexed by the appropriate cost indices to be determined by DPIE. Pursuant to CB-22-2015, once the appropriate payment is made to the satisfaction of DPIE, no further obligation will be required of the applicant regarding the fulfillment of transportation adequacy requirements of Section 24-124(a) of the Subdivision Regulations.

Master Plan and Site Access

The property is in an area where the development policies are governed by the master plan, as well as the MPOT. The subject property currently fronts on Matapeake Business Drive, which is recommended in both master plans to be upgraded to a major collector facility (MC-503), requiring 100 feet of right-of-way. The road is currently built as a four-lane undivided road within 70 feet of right-of-way. Prior to approval of the master plan in 2013, the subject site and surrounding sites were industrially zoned. The master plan rezoned several sites adjoining the subject property to the M-X-T Zone and upgraded Matapeake Business Drive to a major collector facility. The master plan provides that the road improvements support the growth envisioned in Subregion 5. Consequently, 15 feet of right-of-way along Matapeake Business Drive would normally be required.

The applicant alternatively proposed 5 feet of right-of-way dedication along Matapeake Business Drive, for an ultimate right-of-way of 80 feet. The applicant proposed the 80-foot right-of-way to accommodate the existing pavement section of a four-lane, undivided roadway, and reconstruction of the site frontage to provide an eight-foot planting strip next to the

pavement, and an eight-foot-wide shared-use path for pedestrian and bicycle transportation needs. Instead of providing the 15 feet width of right-of-way dedication need for the ultimate 100-foot-wide major collector facility, the applicant has proffered to create a 10-foot-wide parcel to be retained in private ownership and reserved in perpetuity for dedication upon demand by the operating agency, in addition to five feet of dedication.

Staff found the proposal to be inconsistent with the requirements of the Subdivision Regulations given that MC-503 is planned as a Major Collector facility requiring a 100 feet of right-of-way width and there is no provision in the regulations for providing an initial dedication and then a future dedication, when required by the Department of Permitting, Inspections, and Enforcement.

The 100-foot-wide right-of-way would provide adequate space to build a street section that includes a center median, which would allow pedestrians to cross the street in two phases, should vehicle traffic be heavy. A 100-foot-wide right-of-way width will also permit the construction of a Department of Public Works and Transportation Urban Street Standard, consistent with the County's General Plan, *Plan Prince George's 2035*.

However, the construction of the urban street with a median is incumbent upon the total right-of-way width being obtained. At this time, there is no expectation that the completed Brandywine Shopping Center, abutting the opposite side of Matapeake Business Drive is expected to redevelop and dedicate the additional 15-feet of right-of-way on the west side of the street. Additionally, neither right-of-way acquisition nor construction for MC-503 has been included in the County's approved FY 21 Capital Improvement Program. At this time, there are no approved plans for the construction of the recommended build-out of MC-503.

The Planning Board accepts the proposed five-foot wide dedication and additional ten-foot-wide parcel to be maintained in private ownership and dedicated to the County upon request by the Department of Permitting, Inspections, and Enforcement. While this is an uncommon situation and should not set a precedent for future development applications, this will allow for the complete 100-foot-wide right-of-way when the additional 15-feet on the west side can be acquired.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required in accordance with Section 24-124.

11. **Private Roads and Alleys**—The residential portion of the subject site proposes private roads and alleys in the I-1 Zone. This is permissible under Section 24-128(b)(19) of the Subdivision Regulations, which allows the Planning Board to approve private streets and alleys when developing townhouse residential uses. Section 24-128(b)(19) requires that the pavement width of private streets shall not be less than 22 feet in width, and the pavement width of private alleys shall not be less than 18 feet in width, provided that the accessibility of the private roads to emergency equipment is ensured by the County Fire Chief or the Chief's designee. At the time of the Planning Board hearing, a referral from the County Fire Chief's office had not been received regarding site circulation and its adequacy. It is noted that the pavement widths of private streets and alleys shown on the TCP1 are in conformance with Section 24-128(b)(19).

- 12. Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, water and sewerage and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated January 7, 2021 (Perry to Gupta), and incorporated by reference herein. Police Facilities are discussed further as follows:

Police Facilities:

This PPS was reviewed for adequacy of police services in accordance with Section 24-122.01(c) of the Subdivision Regulations. The subject property is in Police District V, Clinton, located at 6707 Groveton Drive in Clinton. The response time standards established by Section 24-122.01(e) of the Subdivision Regulations are 10-minutes for emergency calls and 25-minutes for non-emergency calls. The test is applied on the date the application is accepted or within the following three (3) monthly cycles, pursuant to Section 24-122.01(e)(2) of the Subdivision Regulations. The times are based on a rolling average for the preceding 12 months. The application was accepted by the Planning Department on December 17, 2020.

| Reporting Cycle | Date | Priority | Non-Priority |
|-----------------|-------------------|----------|--------------|
| Acceptance Date | December 17, 2020 | 12 | 8 |
| Cycle 1 | | | |
| Cycle 2 | | | |
| Cycle 3 | | | |

Based on the most recent available information provided by the Police Department as of January 4, 2021, the police response time standards of ten-minutes for emergency calls and 25-minutes for non-emergency calls were not met in the first monthly cycle following acceptance. However, the CIP includes a new station for Police District V, so mitigation is not required. The Department has reported that there is adequate equipment to meet the standards stated in CB-56-2005.

- 13. Schools**—This PPS was reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2001. The subject property is located within Cluster 6, as identified in the *Pupil Yield Factors and Public-School Clusters 2020 Update*. Results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

| | Affected School Cluster | | |
|---------------------------------------|-----------------------------|-------------------------|-----------------------|
| | Elementary School Cluster 6 | Middle School Cluster 6 | High School Cluster 6 |
| Townhouse (TH) Dwelling Units | 170 DU | 170 DU | 170 DU |
| Pupil Yield Factor (PYF) – Townhouse | 0.114 | 0.073 | 0.091 |
| TH x PY=Future Subdivision Enrollment | 19 | 12 | 15 |
| Adjusted Student Enrollment 9/30/19 | 4,856 | 2,912 | 3,490 |
| Total Future Student Enrollment | 4,875 | 2,924 | 3,505 |
| State Rated Capacity | 6,381 | 3,340 | 5,206 |
| Percent Capacity | 76 percent | 88 percent | 67 percent |

Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. This project is outside of the I-495 Capital Beltway; thus, the surcharge fee is \$16,698. This fee is to be paid to DPIE at the time of issuance of each building permit.

14. **Use Conversion**—The total development included in this PPS is proposed for 170 single-family attached dwelling units in the I-1 Zone. Townhouses are permitted use in the I-1 Zone subject to Section 27-473(b) Footnote 66 of the Zoning Ordinance. If non-residential development or a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, that revision of the mix of uses would require approval of a new PPS prior to approval of any building permits.
15. **Public Utility Easement**—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for public utility easements (PUEs) is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public rights-of-way to the west along Matapeake Business Drive and to the southwest along proposed master planned roadway

MC-503. The required PUE along Matapeake Business Drive is delineated on the PPS. However, the required 10-foot-wide PUE along MC-503 is not delineated. Revisions to the plans will be required to show the PUE along MC-503, prior to signature approval. The final plat of subdivision Plat Book REP 203 page 51 reflects a 17-foot PUE adjacent to Matapeake Business Drive along the entire frontage of the property. This 17-foot-wide easement was granted to SMECO and described in a deed of easement recorded in the Prince George’s County Land Records in Liber 13816 at folio 302. This existing easement is shown on the PPS, but not labeled. Revisions to the plans will be required to show a label for this 17-foot PUE easement, prior to signature approval.

Private streets are also proposed, which require PUEs. Section 24-128(b)(12) of the Subdivision Regulations requires that 10-foot-wide PUEs be provided along at least one side of all private streets; the PPS meets this requirement.

16. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County Historic Sites or resources. A Phase I archeology survey is not required.
17. **Environmental**—This PPS application (4-19011) and a Type 1 Tree Conservation Plan (TCP1 023-2020) were accepted on December 17, 2020. Staff comments were provided in a SDRC meeting on January 8, 2021. Revised plans and information were received on January 28, 2021. The following applications have been previously reviewed for the subject site:

| Development Review Case Number | Associated Tree Conservation Plan | Authority | Status | Action Date | Resolution Number |
|--------------------------------|-----------------------------------|----------------|----------|-------------|-------------------|
| 4-91030 | TCP1-026-91 | Planning Board | Approve | 7/18/1991 | N/A |
| 4-97124 | TCP1-026-91-01 | Planning Board | Approved | 12/18/1997 | PGCPB 98-84 |
| NA | TCP2-133-91 | Staff | Approved | 7/13/1998 | N/A |
| DSP-00053 | TCP2-133-91-02 | Planning Board | Approved | 3/29/2004 | PGCPB 01-46 |
| DSP-00053-01 | TCP2-133-91-03 | Planning Board | Approved | 5/5/2004 | PGCPB 04-42 |
| NRI-158-06-00 | N/A | Staff | Approved | 11/26/2006 | N/A |
| NRI-158-06-01 | N/A | Staff | Approved | 2/1/2008 | N/A |
| NRI-158-06-02 | N/A | Staff | Approved | 6/17/2008 | N/A |
| NRI-158-06-03 | N/A | Staff | Approved | 6/02/2016 | N/A |
| NRI-158-06-04 | N/A | Staff | Approved | 10/21/2019 | N/A |
| 4-19011 | TCP1-023-2020 | Planning Board | Pending | Pending | Pending |

Proposed Activity

The applicant requested approval of a PPS and a TCP1 Plan for the development of 170 lots and 23 parcels for single-family attached dwellings. The TCP1 shows the proposed lotting pattern and associated infrastructure (road layout, water and sewer lines, SWM facilities, woodland conservation areas, specimen trees and proposed clearing).

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application is for a new PPS.

Site Description

The overall property of the Brandywine 301 Industrial Park, including Brandywine Crossing, Phase III, has expanded over time to include 182.35 acres in the I-1, C-S-C and M-X-T Zones.

The current application is for an 18.58-acre site comprised of three parcels (Parcels 4, 5 and 6) in the I-1 Zone located on the east side of Matapeake Business Drive within the Brandywine Crossing development. A review of aerial photography from 1938 to 1980 show the site was mostly wooded, with a small area in agricultural use. In 1980 the three subject parcels were mostly cleared, except for the 100-year floodplain along the eastern boundary, for sand and gravel mining. Photographs from 1984 indicate that sand and gravel mining had ceased, and the site is identified as a reclaimed gravel mine. The site has remained mostly unwooded except for woodlands preserved along the eastern boundary and credited as woodland conservation. The first TCP1 for the overall site (TCP1-026-91) was approved on July 1, 1991, and a Type 2 Tree Conservation Plan (TCP2-133-91) was originally approved on July 12, 1998 and has been revised numerous times as development proceeded.

The southern SWM pond was installed on adjacent Outlot A, Block A for development adjacent Parcel 11, Block A. The northern SWM pond on Parcels 5 and 6, Block A was installed prior to 2013 to facilitate development of overall development site on the west side of Matapeake Business Drive.

A platted 100-year floodplain easement is co-located adjacent to the eastern property boundaries of the three parcels along the property line nearest to Timothy Branch. Steep slopes which occur on the site are the result of previous grading and stockpiling operations. The predominant soils found to occur, according to the US Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include: Croom-Marr complex along the stream, wetlands and floodplain associated with branch; and Udorthents, evidence of previous gravel mining on the site. According to available mapping information, Marlboro clay and Christiana clay do not occur on or in the vicinity of this property. There is potential Forest Interior Dwelling Species (FIDS) habitat mapped on-site contiguous with potential FIDS habitat mapped east of the current application, and the Timothy Branch stream valley provides a wildlife corridor connecting to Mattawoman Creek. According to information obtained from the Maryland Department of Natural Resources (MD-DNR) Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. There are wetlands,

wetland buffers and a stream system located to the east of the subject property, which are located in the Mattawoman Creek watershed and the Potomac River basin.

The site has frontage on Matapeake Business Drive, which is identified as a major collector facility (MC-503) in the MPOT, which is not generally evaluated for noise impacts related to residential development. The site is located within Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035, the Brandywine Town Center, and the Priority Funding Area. According to the approved *Green Infrastructure Plan*, contained in the recently approved Resource Conservation Plan (April 19, 2017), the site contains Regulated areas, and Evaluation areas.

MASTER PLAN CONFORMANCE

2014 Plan Prince George's 2035 Approved General Plan

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035, the Established Communities of the General Plan Growth Policy Map (2035) and employment/ industrial Use of the General Plan Generalized Future Land Use (2035). The site is located in the Brandywine Town Center.

Subregion 5 Master Plan and Sectional Map Amendment Section V: Environment

The master plan section on environment contains eight subsections (A-H), each of which contain policies and strategies. The text in **BOLD** is the policy text from the master plan and the plain text provides comments on plan conformance.

A. Green Infrastructure

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

Ensure the new development incorporates open space, environmental sensitive design, and mitigation activities.

Protect, preserve, and enhance the identified green infrastructure network.

The *Green Infrastructure Plan* has identified the Mattawoman Creek Stream Valley and associated tributaries such as Timothy Branch as a Special Conservation Area. These are areas of countywide significance in need of special attention because they contain unique environmental features that should be carefully considered when land development proposals are reviewed in the vicinity to ensure that their ecological functions are protected or restored and that critical ecological connections are established and/or maintained.

In addition to being identified as a Special Conservation Area in the *Green Infrastructure Plan*, the Mattawoman Creek is also identified in the master plan as a primary corridor. These corridors include the main stems of the major waterways within the study area and are identified for conservation and preservation. Also identified in the master plan as a secondary corridor is the Timothy Branch which located on the site and runs from the north to the south along the eastern portion of the site. Secondary corridors are areas where connectivity is critical to the long-term viability and preservation of the green infrastructure network, and the preservation of the subregion's water quality.

The site contains mapped regulated areas within the *Green Infrastructure Plan* along the stream valleys. The woodland adjacent to the regulated areas is mapped as evaluation area within the *Green Infrastructure Plan*. These areas are the highest priority for preservation and conservation of regulated environmental features and woodland. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) identifies Conservation Method Priorities in Section 25-122(c) which emphasize on-site preservation and planting of floodplain, wetlands, and unwooded riparian buffers along stream corridors, and emphasizes the preservation of large contiguous woodland within the green infrastructure network.

The Mattawoman Creek is designated by the state as a Tier II waterway catchment, which are those waters that have an existing water quality that is significantly better than the minimum water quality standards.

The master plan and the 2017 *Green Infrastructure Plan* both identify Mattawoman Creek and Timothy Branch as important locations for the preservation and enhancement of the existing regulated environmental features. There is opportunity to enhance the ecological function within the stream valley with the retention of existing woodland and the planting of an expanded riparian buffer consistent with the priorities of the WCO.

B. Water Quality, Stormwater Management, and Groundwater

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

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

The SWM design is required to be reviewed and approved by DPIE to address surface water runoff issues in accordance with Subtitle 32 Water Quality Resources and Grading Code. This requires that environmental site design be implemented to the maximum extent practicable. The site has an unapproved SWM Concept Plan revision (8511-2020-01) under review, but evidence of

approval has not been submitted. There are two existing SWM ponds located on the subject property. No new impacts to wetlands or wetland buffers have been identified with this PPS.

C. Watersheds

Ensure that, to the fullest extent possible, land use policies support the protection of the Mattawoman Creek and Piscataway Creek watersheds.

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

Minimize impervious surfaces in the Developing Tier portion of the watershed through use of conservation subdivisions and environmentally sensitive design and, especially in the higher density Brandywine Community Center, incorporate best stormwater design practices to increase infiltration and reduce run-off volumes.

This proposal is for the construction of residential dwellings on a reclaimed sand and gravel mine, with environmentally sensitive woodlands along the eastern boundary. These woodlands are adjacent to the Timothy Branch stream system, which is a tributary to Mattawoman Creek, including stream buffers, 100-year floodplain, wetlands, and wetland buffers along and adjacent to the eastern boundary of the site.

The subject property is located within the Environmental Strategy Area 2, which was formerly the developing tier, and in the Brandywine Town Center, where the minimization of impervious surfaces is recommended, specifically in the former developing tier. All of the proposed development will be outside the regulated environmental features, but impacts to existing woodlands are proposed. The use of environmentally sensitive design will be reviewed with the approval of the SWM concept plan.

D. Chesapeake Bay Critical Area

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

The subject property is not located in the Chesapeake Bay Critical Area.

E. Air Quality and Greenhouse Gas Emissions

Reduce air pollution through transportation demand management (TDM) projects and programs.

Promote “climate-friendly” development patterns through planning processes and land use decisions.

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

Air quality is a regional issue that is currently being addressed by the Metropolitan Washington Council of Governments.

Conformance with the Countywide Green Infrastructure Plan

According to the 2017 *Countywide Green Infrastructure Plan*, of the *Approved Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan*, the site contains both regulated and evaluation areas within the designated network of the plan along the eastern boundary of the property. The design, as reflected on the PPS and the TCP1, retains the regulated areas on the site but provides minimal expansion of environmental buffers in the evaluation area to protect the Timothy Branch and associated sensitive features. The design cannot be found fully consistent with the goals of the *Green Infrastructure Plan* in a Special Conservation Area, where the provision of wider riparian buffers in conservation priority areas are recommended.

The *Green Infrastructure Plan* contains policies and strategies to be implemented through the development process, which are shown below in **BOLD**. Comments follow in plain text.

POLICY 1: Preserve, enhance and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George’s 2035.

1.1 Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:

- a. **Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
- b. **Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
- c. **Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
- d. **Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**

- e. **Coordinating implementation between County agencies, with adjoining jurisdictions and municipalities, and other regional green infrastructure efforts.**
- f. **Targeting land acquisition and ecological restoration activities within state-designated priority waterways such as stronghold watersheds and Tier II waters.**

The Timothy Branch stream valley primary management area (PMA) and the 100-year floodplain easement co-located on the eastern property line is designated as Regulated Area. There is opportunity for the enhancement of the ecological function within the Evaluation Area, with the retention of existing woodland and the planting of an expanded riparian buffer consistent with the priorities of the WCO.

1.2 Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored and protected.

- a. **Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**
- b. **Prioritize use of public funds to preserve, enhance, connect, restore and protect critical ecological systems.**

No sensitive species project review areas have been identified with this site on Natural Resource Inventory NRI-158-06-04. The Timothy Branch stream valley park connects with Mattawoman Creek, which is a special conservation area (SCA). The PPS maintains the connectivity of the stream valley with the designated SCA, although there are some blockages south of this site resulting from transportation improvements.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

2.4 Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.

- 2.5 Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

Fulfillment of the required afforestation threshold on-site within Evaluation Area adjacent to the PMA supports the implementation of the Green Infrastructure network, provides an expanded riparian buffer, and enhances environmental connectivity along Timothy Branch.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

- 3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**
 - a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced or new roads are constructed.**
 - b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer, they must be designed to minimize clearing and grading and to use low impact surfaces.**

Trail/walking connections to the north of this development site will be provided within the public right-of-way by widening the existing sidewalk along Matapeake Business Drive to an eight feet width.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

The 100-year floodplain adjacent to this site has already been placed in a platted conservation easement. Any portion of 100-year floodplain found to extend onto the current site, and areas designated as PMA, will be placed into a conservation easement at time of final plat. Woodland conservation provided on-site will be

placed in a protective easement prior to signature approval of the Type 2 tree conservation plan (TCP2).

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.

Additional SWM, if provided on-site to meet water quality standards, shall not be located with the PMA. Impacts to regulated environmental features are limited to those already approved with prior plan approvals.

5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.

A stream valley corridor of off-site wooded floodplain has been preserved adjacent to the subject property. There is on-site opportunity for expanding forest buffers along the stream and wetland to improve water quality.

POLICY 7: Preserve, enhance, connect, restore and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.

This site currently contains 1.60-acres of woodlands which does not satisfy the afforestation threshold of fifteen percent which would require 2.78 acres. The provision of additional on-site woodland conservation by the retention of all existing woodlands, and additional planting supports this strategy.

7.2 Protect, restore and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.

The use of native plants on site will be addressed through the 2010 *Prince George's County Landscape Manual* (Landscape Manual) Sustainable Landscaping requirements and the WCO.

- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

This site is a reclaimed sand and gravel mine. Appropriate soil treatments and amendments will be addressed through design criteria and planting requirements of the WCO.

Forest Canopy Strategies

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**

The existing forest edge is proposed to be expanded onto the developing site by the expansion of planted riparian buffers. All on-site planting will be addressed in accordance with the Environmental Technical Manual.

- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**

The connected, closed canopy forest of the adjacent stream valley can be protected and maintained by the retention of all existing woodlands and additional planting to expand the riparian buffer.

- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.**

The WCO mandates woodland conservation threshold and minimum afforestation thresholds on development sites. On-site woodlands and greenspace provide a variety of environmental functions, especially within dense residential development, to support high-quality, livable neighborhoods.

POLICY 12: Provide adequate protection and screening from noise and vibration.

- 12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.**

The proposed residential use is not located in a noise or vibration corridor based on the master planned classification of the roadways. Evaluation for noise and vibration impacts will be addressed by the Development Review Division.

ENVIRONMENTAL REVIEW

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-158-06-04, was approved on October 21, 2019, and provided with the application. The site contains 100-year floodplain, associated buffers, and steep slopes which comprise the PMA. There are no specimen trees on the property. A revised 100-year floodplain study has reduced the amount of woodland preservation provided on adjoining Outlot A and also affects the subject property and the net tract woodland preservation previously provided on Parcels 4, 5 and 6 for the overall development.

The approved NRI shows the incorrect location for the master planned right-of-way for MC-503, does not show the correct master planned width for dedication along Matapeake Business Drive, and requires revision prior to certification of the PPS. The NRI also needs to provide additional detail with regards to the existing SWM ponds including outfalls, forebays, access roads and embankments.

The TCP1 and PPS show the correct location for MC-503 but require revision to provide the appropriate master-planned right-of-way width on Matapeake Business Drive.

Woodland Conservation

This property is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. The site has a previously approved Type 1 (TCP1-026-91-04) and Type 2 (TCP2-133-91, including revisions -01 through -14) tree conservation plan for the overall 182.35-acre Brandywine 301 Industrial Park. It is noted that because the majority of the Brandywine 301 Commerce Center was originally graded for industrial uses, a considerable amount of woodland conservation has been provided off-site, with on-site woodland conservation for the overall site currently limited to 9.86 percent.

The most recently approved TCP2 shows three identified woodland preservation areas (WPA 5, 10 and 11) wholly or partially located on Parcels 4, 5 and 6, which are contributory to the overall woodland conservation requirement for the development. If the woodland conservation previously shown on the approved TCP2 is no longer provided on Parcels 4, 5, and 6, recalculation of the TCP2 requirements and further mitigation may be indicated. The NRI provided for the subject property finds that woodland preservation areas have been lost on or adjacent to the site because of expansion of the floodplain and/or unauthorized clearing without mitigation, with existing net tract woodlands reduced to 1.60 acres. The remaining woodland is classified as "high priority retention" because of the presence of adjacent regulated environmental features.

TCP1-023-2020 was submitted with the new PPS application for gross tract area of 18.58-acres in the I-1 Zone. The site is proposed for single-family attached residential development.

Townhouses are permitted uses in the I-1 Zone subject to Section 27-473(b) Footnote 66, which includes three requirements that are addressed by the current application.

- a. The site is within the Community Center Edge (page 50 –*Master Plan*) and abuts property with a zoning classification of M-X-T that meets the location requirements.
- b. A DSP approval of the proposed townhouse development will be required.
- c. Development requirements are to be established at the time of DSP. Townhouses shall conform to the dimensional requirements of Section 27-544(f)(2)(E) and (G), which set requirements for the minimum lot width and the maximum number of units in each building stick.

The woodland conservation threshold for the site by local ordinance is determined by the Zone, and not the use as determined in the Forest Conservation Act, so the woodland conservation thresholds for the site are based on the I-1 Zone although, a residential use is proposed. The 15 percent threshold for the I-1 zone is consistent with the requirements when townhouse development occurs in the M-X-T Zone.

Based on the TCP1 submitted with this application, the site's gross tract area is 18.58-acres with 0.07 acre of 100-year floodplain and has a net tract area of 18.51 acres. The site contains 1.60 acres of woodland on the net tract, which is identified as high priority for retention, and 0.01 acre of wooded floodplain. Because this site contains very little existing net tract woodland, the 15 percent afforestation threshold requirement for the site is applicable, resulting in a total woodland conservation threshold for the site of 2.78 acres.

The Woodland Conservation Worksheet proposes the removal of 0.19 acre of woodlands in the net tract area, resulting a woodland conservation requirement of 2.97 acres including replacement. According to the TCP1 worksheet, the requirement is proposed to be met with 1.39 acres of on-site woodland preservation, 0.37 acre of afforestation/ reforestation on-site, and 1.21 acres of off-site woodland conservation.

The Forest Conservation Act, Section 5-1607(a), provides guidance for a sequence of afforestation and reforestation priorities for local jurisdictions, and states that afforestation and reforestation may be used after “all techniques for retaining existing forest cover on-site have been exhausted.” The retention of limited on-site woodlands in high priority retention environmentally sensitive areas must be satisfied first. The limited existing woodlands are located on the eastern edge of the development envelop, providing an opportunity to preserve all existing on-site woodlands, and the provision of additional on-site afforestation to expand riparian buffers along the Timothy Branch floodplain to meet the full afforestation threshold requirements on-site. Retention of all existing on-site woodlands would require the relocation and/or reconfiguration of

Lots 35–41. This would increase on-site woodland conservation to 7.50 percent, which is still significantly below the 15 percent afforestation threshold.

Section 5-1607(a)(3) of the Forest Conservation Act further states that “**off-site afforestation or reforestation in the same watershed or in accordance with an approved master plan may be utilized where the applicant has demonstrated that no reasonable on-site alternative exists, or where:**

- 1. Any on-site priority areas for afforestation or reforestation have been planted, and**
- 2. The applicant has justified to the satisfaction of the State or local jurisdiction that environmental benefits associated with off-site afforestation or reforestation would exceed those derived from on-site planting.”**

The TCP1 does not demonstrate that all on-site alternatives for planting in priority areas have been utilized, or that off-site planting environmental benefits would exceed those of on-site afforestation within a Special Conservation Area, the Green Infrastructure Network, and a Tier II catchment area. Fulfilling the minimum afforestation threshold on-site in a “conservation priority area” would require the relocation or reconfiguration of Lots 42–48 to provide an expanded riparian buffer.

The TCP1 shall be revised to eliminate all clearing of high priority existing woodlands on-site and enhance riparian buffers with afforestation in order to provide the afforestation threshold of 2.78-acres on-site to the fullest extent possible, and in accordance with required conditions. The applicant proposed to preserve the 0.19 acres of woodland, which were previously being impacted, by revising the layout of lots located in the southeast portion of the site. The PPS will thus retain the entire existing on-site woodlands, afforest an additional 0.25 acres on-site, and meet the remaining woodland conservation requirement offsite. The Planning Board found the revised layout acceptable, given that the applicant intends to preserve 100% of existing woodlands, and widen the conservation buffer along Timothy Branch Creek.

Technical revisions are also required to the TCP1 which are included in the conditions of approval.

Preservation of Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, 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.

The applicant has indicated that no new impacts to the PMA are proposed with the current application, and that impacts to the PMA for SWM pond No. 3 are pre-existing, although,

TCP2-133-91-13 shows area of preservation retained between the two outfalls, which is no longer shown. The provision of more design detail for the SWM pond, including elevations, current grading, and the design outfall structure is required to verify that no additional impacts are required for plan implementation. This will be further evaluated at time of DSP if the indicated SWM impacts are deemed necessary for development, and if they can be avoided and minimized to the fullest extent possible.

Stormwater Management

An unapproved revised SWM concept plan was submitted with the subject application (8511-2020-01). The TCP1 does not provide sufficient detail about the existing facilities on-site, or any additional proposed facilities such as environmental site design elements, to address water quality requirements. Section 24-130 of the Subdivision Regulations requires the following with respect to stream, wetland, and water quality protection and SWM:

- (b) The Planning Board shall require that proposed subdivisions conform to the following:**
 - (1) The plat shall demonstrate adequate control of the increased runoff due to the ten (10) year storm or such other standards as State law or the County shall adopt.**
 - (2) The stormwater control shall be provided on-site unless the Planning Board, on recommendation from the County, waives this requirement.**
 - (3) The submission of a storm drainage and stormwater management concept plan, and approval thereof by the County, may be required prior to preliminary plat approval.**
 - (4) Where a property is partially or totally within an area covered by an adopted Watershed Plan, the plat shall conform to such plan.**

The approved SWM concept plan is required to be designed in conformance with any approved watershed management plan, pursuant to Subtitle 32, Water Resources and Protection, Division 3, Stormwater Management, and Section 172, Watershed Management Planning. As such, the requirements of Section 24-130(b)(4) of the Subdivision Regulations, which require that a subdivision be in conformance with any watershed management plan, are addressed with the approval of the SWM concept plan by the County.

Findings:

1. No specimen trees are present or proposed for removal with this application.
2. Based on the level of design information currently available, 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 TCP1. No impacts are proposed.
3. The preservation of high-priority woodland on the site shall be retained to the fullest extent in sensitive environmental area, as identified in the Green Infrastructure Plan and master plan, through conditions of approval.

- 18. Urban Design**—Conformance with the Prince George’s County Zoning Ordinance (Subtitle 27) is evaluated as follows:

Conformance with the Requirements of the Prince George’s County Zoning Ordinance

Townhouses are permitted use in the I-1 Zone subject to Section 27-473(b) Footnote 66, which includes three requirements that are fully addressed by the PPS as follows:

- a. The site is within the Community Center Edge (page 50–*Master Plan*) and abuts property with a zoning classification of M-X-T, as required, that meets the location requirements.
- b. DSP review of the proposed townhouse development is required.
- c. Development requirements are generally to be set at the time of DSP. Townhouses shall conform with the dimensional requirements of Section 27-544(f)(2)(E) and (G), which set requirements for the minimum lot width and the maximum number of units in each building stick. The PPS meets this requirement.

In general, the PPS shows an appropriate spatial relationship for supporting a townhouse development proposal. However, there are two key issues that must be addressed with the DSP. The first, the provision of adequate buffering of townhouse units from Matapeake Business Drive, including the need to establish an appropriate building restriction line. Secondly, adequate landscaping shall be provided throughout the site at the time of DSP.

The applicant’s “SDRC Exhibit” provided a breakdown of unit types, parking, sidewalks, and conceptual recreation facilities. These features, as well as the design of townhouse units, will be further evaluated at DSP review. The exhibit sufficiently addressed several urban design comments raised at the time of the SDRC meeting.

Conformance with the Prince George’s County Tree Canopy Coverage Ordinance

In accordance with Section 25-128 of the WCO, properties in the I-1 Zone are required to provide 10 percent of the gross tract area in tree canopy coverage (TCC). The subject site is 18.56 acres and is required to provide 1.86 acres of the site in TCC. Conformance with this requirement will be evaluated at the time of DSP.

Conformance with the Requirements of the Prince George’s County Landscape Manual

In accordance with Section 27-473(b) Footnote 66, the specific development requirements, including landscaping, of the I-1 Zone, shall not apply and instead, the development standards for this project shall be established and shown on the DSP. At the time of DSP review, the requirements of the Landscape Manual will be utilized as the benchmark for gauging the acceptability of the project’s landscape design.

Other Urban Design Issues

Small linear parcels owned by HOA shall be provided between Lots 163 and 164, as well as between Lots 41 and 42, to allow for access between townhouse building sticks on common property.

19. **Corner Lots**—The PPS reflects a layout which employs a network of private streets and alleys for access adjacent to rows of townhouse lots. The configuration has resulted in the creation of numerous corner lots, which is defined by the Zoning Ordinance as “A Lot abutting two (2) or more Streets at their intersection, where the interior angle of intersection does not exceed one hundred thirty-five degrees”. According to Section 24-121(a)(8) of the Subdivision Regulations, corner lots shall be rounded with a radius of not less than 20 feet, or provided with an equivalent truncation. The PPS shows corners of such lots not rounded but truncated with line segments. Such truncation of the 20-foot corner radius arc has been achieved with multiple line segments, some as short as 14.14 feet in length. Though the Code is not explicit in defining ‘truncation’, the term is generally interpreted to mean a chord joining the points of curvature of an arc, that is, truncation of the corner using one line segment only. With this definition, the truncation of a 20-foot radius arc at a right-angled property corner would require the length of the segment to be 28.28’. The corners of all proposed corner lots shall be revised to either use an arc of 20-foot radius, or truncate using one line segment between the points of curvature, prior to signature approval.

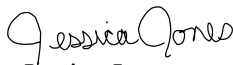
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, March 4, 2021, in Upper Marlboro, Maryland.

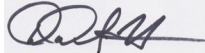
Adopted by the Prince George's County Planning Board this 25th day of March 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz


APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: March 12, 2021

September 3, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Development Review Division 

Via: David A. Green, MBA, Master Planner, Community Planning Division

FROM: Michael D. Calomese, Senior Planner, Community Planning Division *MDC*

SUBJECT: DSP-19016 - Townes at Brandywine Crossing

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Detailed Site Plan

Location: On the eastern side of the Matapeake Business Drive and east of its intersection with US 301 (Crain Highway)

Size: 18.58 acres

Existing Uses: Vacant; cleared

Proposal: Residential development to consist of 170 single-family attached (townhouse) units and associated site features

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: *Plan Prince George's 2035 Approved General Plan* (Plan 2035) places the subject property in the Established Communities Growth Policy Area. Established Communities are most appropriate for context-sensitive infill and low- to medium-density development. (p. 20. Also refer to Map 1. Prince George's County Growth Policy Map, p. 18.)

Master Plan: The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* designates the future land use for the subject property as Industrial, with the intent of developing manufacturing and industrial parks, warehouses and distribution. Development may include other

employment such as office and service uses. (Refer to Table IV-1: Future Land Use Map Designations, Descriptions, and Applicable Zones, p. 31. Also refer to Map IV-4: Brandywine Community Center and Surrounding Area, p. 49.)

Planning Area: 85A

Community: Brandywine & Vicinity

Aviation/MIOZ: This application is not located in the Military Installation Overlay Zone.

SMA/Zoning: The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* retained the zoning on the subject property as I-1 (Light Industrial). In 2018, CB-62-2018, was approved. This legislation amended Section 27-473 to permit townhouses in the I-1 Zone under certain circumstances set forth in Footnote 66. Footnote 66 addresses the applicable development standards. Where townhouses are proposed, Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping and the other requirements of the I-1 Zone shall not apply. All such requirements, with the exception of certain standards applicable to townhouses, shall be established and shown on the Detailed Site Plan. The standards applicable to the development of townhouse are the dimensional requirements set forth in Section 27-544(f)(2)(E) and (G) of this Subtitle.

MASTER PLAN CONFORMANCE ISSUES:

None

OVERLAY ZONE CONFORMANCE ISSUES

None

cc: Long-range Agenda Notebook
Scott Rowe, AICP, CNU-A Supervisor, Long Range Planning, Community Planning Division

Map IV-4: Brandywine Community Center and Surrounding Area





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section


14741 Governor Oden Bowie Drive
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301-952-3680

September 15, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design Review Section, Development Review Division

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM:  Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-19016: Townes at Brandywine Crossing

Proposal

The applicant is proposing the construction of a residential community with 170 single-family attached townhouses on approximately 18.58 acres, in the I-1 Zone.

Background

The subject project has been previously reviewed. The initial review was as a Preliminary Plan of Subdivision (PPS) 4-19011 earlier this year for 170 residential units. These units are located on three parcels on the eastern side of MC-503, Matapeake Business Drive. Transportation improvements will be determined via the Brandywine Road Club.

The subject property is within the I-1 Zone in the *2009 Countywide Master Plan of Transportation and 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment*. Transportation adequacy is not a required finding for this application.

During the PPS, **two** transportation conditions identified in the PGCPB Resolution No. 2021-34 include:

7. Total development within the subject property shall be limited to uses which generate no more than 119 AM peak-hour trips and 136 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.

Comment: This proposed development is within the above-mentioned trip cap.

8. At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall:
 - a. Dedicate five feet of right-of-way along the property frontage on Matapeake Business Drive, all for implementation of an urban four-lane road (80-foot right-of-way) per DPW&T standards.

Comment: The plans submitted for this development show a five-foot wide right of way dedication along the frontage of the property. In total, .11 acres of right-of-way have been dedicated.

- b. The parcel proposed for future widening of Matapeake Business Drive shall be labeled on the record plat as follows: “To be retained in private ownership and reserved in perpetuity for dedication, upon demand by the operating agency, for the widening of Matapeake Business Drive, as designated in the 2009 Master Plan of Transportation and the 2013 Subregion 5 Approved Master Plan and Sectional Map Amendment.”

Comment: This language is contained on the plans that were submitted for review.

Analysis of Traffic Impacts

The previous submittal, 4-19011 established the trip generation in each peak hour that was used for the analysis for the residential trip cap. [Using the trip rates from the Transportation Review Guidelines](#), this development at full buildout is projected to generate 119 AM and 136 PM peak hour vehicle trips.

| | | Trip Generation | | | | | |
|------------------------|-----------|-----------------|-----|-------|---------|-----|-------|
| | | AM Peak | | | PM Peak | | |
| | | In | Out | Total | In | Out | Total |
| Townhouse (Guidelines) | 170 Units | 24 | 95 | 119 | 88 | 48 | 136 |
| Total new trips | | 24 | 95 | 119 | 88 | 48 | 136 |

The table above indicates that the proposed development will be adding 119 (24 in; 95 out) AM peak-hour trips and 136 (88 in; 48 out) PM peak-hour trips.

Access and Circulation

There are two access points into the subject property via Matapeake Business Drive. All of the streets in the development are private and currently, unnamed. Staff has raised safety concerns regarding the location of lots 1 through 6 in the southern portion of the development because of the front loading garage access units and the proximity of access into the site. Please see the attached email from Mr. Rene Lord-Attivor from the Prince George’s County Department of Permitting, Inspections, and Enforcement dated August 25, 2021. Based on this email, the applicant has proposed to include a traffic calming measure to encourage motorists to slow down while entering the development and this is acceptable to staff. The circulation on this site is acceptable.

Conclusion

Based on the findings presented above, staff concludes that adequate transportation facilities will exist to serve the proposed subdivision as required under Subtitle 24, subject to the following conditions:



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Countywide Planning Division
 Environmental Planning Section

301-952-3650

September 7, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Subdivision and Zoning Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Kim Finch, Master Planner, Environmental Planning Section, CWPD *KF*

SUBJECT: **Townes at Brandywine Crossing; DSP-19016 and TCP2-024-2021**

The Environmental Planning Section (EPS) has reviewed the above Detailed Site Plan (DSP-19016) and a Type 2 Tree Conservation Plan (TCP2-023-2020) accepted on July 20, 2021. Comments were provided in a Subdivision Development Review Committee (SDRC) meeting on August 6, 2021, and revised plans and information were submitted. The Environmental Planning Section recommends approval of DSP-19016 and TCP2-024-2021 subject to conditions listed at the end of this memorandum.

Background

| Development Review Case # | Associated Tree Conservation Plan | Authority | Status | Action Date | Resolution Number |
|---------------------------|-----------------------------------|----------------|----------|-------------|-------------------|
| 4-91030 | TCPI-026-91 | Planning Board | Approve | 7/18/1991 | N/A |
| 4-97124 | TCPI-026-91-01 | Planning Board | Approved | 12/18/1997 | PGCPB. 98-84 |
| NA | TCP2-133-91 | Staff | Approved | 7/13/1998 | N/A |
| DSP-00053 | TCP2-133-91-02 | Planning Board | Approved | 3/29/2004 | PGCPB 01-46 |
| DSP-00053-01 | TCP2-133-91-03 | Planning Board | Approved | 5/5/2004 | PGCPB 04-42 |
| NRI-158-06-00 | N/A | Staff | Approved | 11/26/2006 | N/A |
| NRI-158-06-01 | N/A | Staff | Approved | 2/1/2008 | N/A |
| NRI-158-06-02 | N/A | Staff | Approved | 6/17/2008 | N/A |
| NRI-158-06-03 | N/A | Staff | Approved | 6/02/2016 | N/A |
| NRI-158-06-04 | N/A | Staff | Approved | 10/21/2019 | N/A |
| 4-19011 | TCP1-023-2020 | Planning Board | Approval | 3/4/2021 | 2021-34 |
| NRI-158-06-05 | N/A | Staff | Approved | 4/15/2021 | N/A |
| DSP-19016 | TCP2- 024 -2021 | Planning Board | Pending | Pending | Pending |

The three parcels under review with the current application (Parcels 4, 5 & 6, Block A) are currently zoned I-1, and the site has a lengthy zoning history. In 1978, the *Brandywine-Mattawoman Sectional Map Amendment* rezoned the entire Brandywine 301 Industrial Park property from the R-R (Rural Residential) zone to the E-I-A (Employment and Institutional Area) Zone. The property was later rezoned in 1985 through Zoning Map Amendment A-9502-C from the E-I-A zone to the I-1 and I-3 zones. The 1993 *Subregion V Approved Master Plan & Sectional Map Amendment* retained the subject property in the I-1 zoning category (CR-61-2006). On July 24, 2013, the District Council adopted CR-80-2013 and CR-81-2013 reapproving the *Approved Subregion 5 Master Plan and Sectional Map Amendment* (July 2013), which retained Parcel 4, 5, and 6 in I-1 zone.

CB-62-2018 was approved by the District Council and adopted on October 23, 2018, for the purpose of permitting certain industrial and residential uses in the I-1 (Light Industrial) zones under certain circumstances, which is proposed by the current application.

Proposed Activity

The applicant is requesting approval of a Detailed Site Plan (DSP) and a Type 2 Tree Conservation Plan for the development of 170 lots and 19 parcels for single-family attached dwellings. The TCP2 shows the proposed lotting pattern and associated infrastructure (road layout, water and sewer lines, stormwater facilities, woodland conservation areas, specimen trees and proposed clearing).

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010, and February 1, 2012.

Site Description

The overall property of the Brandywine 301 Industrial Park, including Brandywine Crossing, Phase III, has expanded over time to include 182.35 acres in the I-1, C-S-C and M-X-T zones.

The current application is for a 12.38-acre site comprised of three parcels (Parcels 4, 5 and 6) in the I-1 (Light Industrial) zone located on the east side of Matapeake Business Drive within the Brandywine Crossing development. A review of aerial photography from 1938 to 1980 shows the site was mostly wooded, with a small area in agricultural use. In 1980 the three parcels subject were mostly cleared, except for the 100-year floodplain along the eastern boundary, for sand and gravel mining. Photographs from 1984 indicate that sand and gravel mining had ceased, and the site is identified as a reclaimed gravel mine. The site has remained mostly unwooded except for woodlands preserved along the eastern boundary and credited as woodland conservation. The first TCP1 for the overall site (TCPI-026-91) was approved July 1, 1991, and a TCPII (TCPII-133-91) was originally approved on July 12, 1998, which has been revised numerous times as development proceeded.

The lower stormwater management (SWM) pond was installed on adjacent Outlot A, Block A for development adjacent Parcel 11, Block A. The upper SWM pond on Parcels 5 and 6, Block A was installed prior to 2013 to facilitate overall development on the west side of Matapeake Business Drive.

A platted 100-year floodplain easement is co-located adjacent to the eastern property boundaries of the three parcels along the property line nearest to Timothy Branch. Steep slopes which occur on the site are the result of previous grading and stockpiling operations. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include: Croom-Marr complex along the stream, wetlands and floodplain associated with branch; and Udorthents, evidence of previous gravel mining on the site. According to available mapping information, Marlboro clay and Christiana clay does not occur on or in the vicinity of this property. There is potential Forest Interior Dwelling Species (FIDS) habitat mapped on-site contiguous with potential FIDS habitat mapped east of the current application, and the Timothy Branch stream valley provides a wildlife corridor connecting to Mattawoman Creek. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or Endangered (RTE) species found to occur on or in the vicinity of this property. There are wetlands, wetland buffers and a stream system located to the east of Parcels 4,5 and 6 which are located in the Mattawoman Creek watershed, and the Potomac River basin.

The site has frontage on Matapeake Business Drive which is identified as a major collector (MC-503) in the *Master Plan of Transportation* (November 2009) which are not generally evaluated for noise impacts related to residential development. The site is located within the *Approved Subregion 5 Master Plan and Sectional Map Amendment* (July 2013); Environmental Strategy Area (ESA) 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*; the Brandywine Town Center, and the Priority Funding Area. According to the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan* (May 2017) the site contains Regulated areas, and Evaluation areas.

PRIOR ENVIRONMENTAL CONDITIONS OF APPROVAL

Conformance with PGCPB No. 2021-34, PPS 4-19011

The Planning Board approved 4-19011 and TCP1-023-2020, on March 20, 2021, subject to conditions of approval which were environmental in nature and addressed prior to certification of the PPS.

ENVIRONMENTAL REVIEW

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-158-06-05, was approved on April 15, 2021. The site contains 100-year floodplain, associated buffers and steep slopes which comprise the Primary Management Area (PMA). There are no specimen trees on the property. A revised 100-year floodplain study has reduced the amount of woodland preservation provided on adjacent Outlot A and also affects, and the net tract woodland preservation previously provided on Parcels 4, 5 and 6 for the overall development. The approved NRI shows the correct location for the master planned right-of-way for MC-503.

The TCP2 is consistent with the NRI, and shows the correct location for MC-503, previously constructed SWM facilities, and the other existing environmental features of the site.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. The site has a previously approved Type 1 (TCPI-026-91-04) and Type 2 (TCPII-133-91, including revisions-01 through 14) Tree Conservation Plan for the overall 182.35-acre Brandywine 301 Industrial Park. It should be noted that because the majority of the Brandywine 301 Commerce Center was originally graded for industrial uses, a considerable amount of woodland conservation has been provided off-site, and woodland conservation on the overall site has been reduced to 9.86 percent of the net tract area. The remaining woodland is classified as "high priority retention" because of the presence of adjacent Regulated Environmental Features (REF).

A Type 1 Tree Conservation Plan (TCP1-023-2020) was submitted with the new PPS application for gross tract area of 18.58-acres in the I-1 (Light Industrial) zone. Townhouses are permitted use in the I-1 Zone subject to Section 27-473(b) Footnote 66, which includes requirements that are addressed by the current application but are not environmental in nature.

The woodland conservation threshold for the site by local ordinance is determined by the zone, and not the use, so the woodland conservation thresholds for the site are based on the I-1 zone although a residential use is proposed. The 15 percent threshold for the I-1 zone is consistent with the requirements when townhouse development occurs in the M-X-T zone.

Based on the submitted TCP2, the site's gross tract area is 18.58-acres with 0.07 acres of 100-year floodplain, resulting in a net tract area of 18.58 acres. The site contains 1.60 acres of woodland on the net tract, which is identified as high priority for retention, and 0.01 acres of wooded floodplain. Because this site contains very little existing net tract woodland, the 15-percent afforestation threshold requirement for the site is applicable, resulting in a woodland conservation threshold for the site of 2.78 acres., and the addition of off-site impacts result in a woodland conservation requirement of 3.03 acres.

The Woodland Conservation Worksheet proposes the removal of 0.00 acres of woodlands in the net tract area, resulting in a woodland conservation requirement of 3.03 acres. The requirement is proposed to be met with 1.60 acres of on-site woodland preservation, 0.37 acres of afforestation/ reforestation on-site, and 106 acres of off-site woodland conservation.

There is an existing 15-foot-wide trail easement located on the property which is located adjacent to a plat 50-foot-wide floodplain buffer (PB RE203-51) along the eastern side of the property. In order to credit woodland conservation proposed to be provided within the existing platted easement, the existing trail easement needs to be extinguished prior to recordation of a woodland conservation easement on the site, and prior to approval of the TCP2.

Technical revisions are also required to the TCP1 which are included in the conditions listed at the end of this memorandum.

Preservation of Regulated Environmental Features (REF)/Primary Management Area (PMA)

Impacts to the Regulated Environmental Features (REF) should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, 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.

The applicant has indicated that no new impacts to the Primary Management Area (PMA) are proposed with the current application, and that impacts to the PMA for SWM pond #3 are pre-existing.

Further evaluation with the current DSP application indicates that the SWM impacts are deemed necessary for development of the site and have been avoided and/or minimized to the fullest extent possible.

Soils

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

Stormwater Management

An approved revised Stormwater Management Concept plan was submitted with the subject application (Concept I #8511-2020-01), with an expiration date of March 4, 2024. The TCP11 provides sufficient detail about the existing facilities on-site and additional proposed facilities, such as ESD elements, to address water quality requirements. Section 24-130 of the county code requires the following with respect to stream, wetland, and water quality protection and stormwater management:

The approved stormwater concept plan is required to be designed in conformance with an approved Watershed Management Plan, pursuant to Subtitle 32 Water Resources and Protection, Division 3 Stormwater Management, Section 172 Watershed Management Planning. As such, the requirements of Section 24-130(b)(4), which requires that a subdivision be in conformance with any watershed management plan are addressed with the approval of the SWM concept plan by the County.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP--19016 and TCP2-024-2021 subject to the following findings and conditions:

Recommended Findings:

1. Based on the design information provided, the Regulated Environmental Features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the Type 2 Tree Conservation Plan. No new impacts were approved at time of preliminary plan, and none are proposed. with the current plan.
2. The TCP2 has been found in substantial conformance with the approved Type 1 Tree Conservation Plan, TCP1-023-2020. ,
3. Priority woodland on the site has been retained to the fullest extent in sensitive environmental area as identified in the Green Infrastructure Plan and *Subregion 5 Master Plan*.

Recommended Conditions:

1. Prior to recordation of a woodland conservation easement and signature approval of the TCP2, the existing 15-foot-wide trail easement across the property shall be extinguished.
2. Prior to certificate approval of the detailed site, the TCP2 shall be revised as follows:
 - a. Add the TCP2 number to the approval block in the correct format, TCP2-024-2021 on all sheets.
 - b. Add the TCP2 number to the woodland conservation worksheet
 - c. Remove the steep slopes from the plan, and from the legend.
 - d. Correct the legend as follows:
 1. Use the standard symbol for a Temporary Tree Protection Fence (TPF).
 2. Use the standard symbol for a Permanent Tree Protection Fence (PPF).
 3. Add a symbol and label for Root Pruning.
 4. Add the 15-foot-wide trail easement.
 - e. Correct the General Notes as follows.
 1. Correct Note 1 to reference DSP-19016.
 2. Remove Note 8.
 3. Correct Note 7 as follows: "The property is adjacent to Matapeake Business Drive, which is classified as a Master Collector (MC-503)."
 - f. Revise the detail for Root Pruning to include Note 6: Root pruning should be performed adjacent to retention area on locations indicated on the Tree Conservation Plan.
 - g. In the Permanent Woodland Conservation Detail, remove the reforestation sign, and replace with a woodland conservation sign.
 - h. Revise the title on the coversheet to indicate that this is a Type 2 Tree Conservation Plan.
 - i. Provide a separate detail for the afforestation sign on the plan sheet and add a note to indicate that it will be used on the PPF protecting the vulnerable edges of planting areas.
 - j. Add an Owner's Awareness Certification to the coversheet for signature prior to plan approval.
 - k. . On Sheets 2 and 3:

1. Add a revised, legend with the corrections and addition previously requested.
2. Label the "15-foot-wide trail easement to be extinguished " as needed.
2. Remove the label "FPESMT" on the western side of the trail easement.
1. After required revisions to the TCP2 have been completed, and tables, calculations and/or quantities have been reconciled, have the revised plan signed and dated by the qualified professional preparing the plan.

If you have any questions concerning these comments, please contact me at 301-952-3506 or by e-mail at kim.finch@ppd.mncppc.org.



Division of Environmental Health/Disease Control

Date: July 27, 2021

To: Adam Bossi, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP- 19016, Towns At Brandywine Crossing

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Towns at Brandywine Crossing and has the following comments / recommendations:

1. Health Department permit records indicate there are approx. ten or more existing carry-out/convenience store and approx. four grocery food facilities within a ½ mile radius of this location. 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.
2. It is recommended that the plans include “pet friendly” amenities for the pets and their owners that include safe playing grounds with fencing, signage, refuse/ waste disposal stations, and water sources.
3. The proposed clubhouse and recreational facilities can encourage physical activity to help promote positive health outcomes amongst the residents of the community.
4. 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.



Angela Absobrooks
County Executive

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Division of Environmental Health/Disease Control

5. 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.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



Angela Absobrooks
County Executive

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August 12, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-19016 Townes at Brandywine Crossing

The subject property comprises 18.58-acres and is located on the eastern side of the Matapeake Business Drive and East of its intersection with US 301 (Crain Highway). The subject application proposes a residential development to consist of 170 single-family attached (townhouse) units and associated site features. The subject property is Zoned I-1.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. A Phase I archeology survey will not be recommended. This proposal will not impact any historic sites or resources or known archeological sites. Historic Preservation staff recommends approval of DSP-19016 Townes at Brandywine Crossing with no conditions.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: August 9, 2021

TO: Adam Bossi, Planner Coordinator
Urban Design Section
Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator *TB*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-19016 Townes at Brandywine Crossing**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this detailed site plan (DSP) application as it pertains to public parks and recreational facilities.

PROPOSAL

This application is for the development of 170 Single Family attached townhomes and 19 parcels on Matapeake Business Drive in Brandywine and is being filed in accordance with the provisions of the Prince George's County Zoning Ordinance as modified by CB-062-2018. Legislation was adopted by the District Council on October 23, 2018, to permit certain institutional uses, as well as townhouse uses in the Light Industrial (I-1) Zone under certain circumstances.

BACKGROUND:

This property is 18.58 acres in the I-1 Zone and is located east of US 301 behind the Brandywine Crossing Shopping Center.

The proposed development is located approximately one-mile northeast of the Rose Creek Connector Trail which is accessed from McKendree Road near the Rose Creek Estates community, and extends north for approximately 2,000 feet. Then after a break of approximately 1,400 feet, the trail continues north in the Chaddsford Landing community located on Chadds Ford Drive. Other nearby park facilities include the Southern Area Aquatics and Recreation Complex (SAARC) located approximately 3.5 miles north of the subject property, and Brandywine North Keys Park

approximately 5.7 miles to the northeast on North Keys Road. SAARC is a 75,000 square foot multigenerational recreation center that includes a natatorium, a double gymnasium, and flexible program spaces on the entry level. The second level of the facility includes a fitness center and running track. Brandywine-North Keys Park contains a picnic shelter, a playground, a paved walking trail, a softball field, a multipurpose field, and a Little League baseball field.

The 2013 Subregion 5 Master Plan and Sectional Map Amendment retained the I-1 Zone on the property and denotes that Brandywine contains approximately 261 acres of local parkland, which is sufficient to meet projected needs through 2030. Additional acquisitions are recommended to meet long term needs including the proposed acquisition of land along the Mattawoman Watershed Stream Valley Park and Timothy Branch.

The Master Plan of Transportation calls for the development of a planned hard surface hiker/biker/equestrian trail known as the Timothy Branch Trail along the eastern portion of the subject property. This trail has been shifted to Matapeake Business Drive to match up with trail segments planned for residential development to the north including the new Timothy Branch community. The master plan trail will continue north of the Timothy Branch development in the proposed Stephen's Crossing subdivision with an ultimate connection to the SAARC facility. The Timothy Branch Trail will also continue south with connections to the Brandywine Crossing Shopping Center, the Rose Creek Connector Trail, and the Mattawoman Stream Valley Park near the Charles County line.

REVIEW OF PREVIOUS CONDITIONS OF APPROVAL

Zoning Map Amendment A-9502-C was approved in 1985 reclassifying the I-1 zoned portion of this property (and other adjacent property) from the Employment and Institutional Area (E-I-A) Zone to the I-1 Zone. In 1993, the Master Plan for Subregion 5 was approved recommending the property for employment land use. Generally, the employment land use category corresponds to industrial land uses. Accordingly, the 1993 Subregion 5 Sectional Map Amendment retained the I-1 Zone on the property, including the conditions applied at the original Zoning Map Amendment.

Preliminary Plan of Subdivision (PPS) 4-97124 was approved by the Prince George's County Planning Board on March 26, 1998, (PGCPB Resolution No. 98-84) for industrial uses on an overall 176.44-acre property. PPS 4-19011 superseded 4-97124 for the subject 18.58-acre property.

Detailed Site Plan DSP-00053 and DSP-00053-01 were approved by the Prince George's County Planning Board on January 10, 2001 (PGCPB Resolution No. 01-46) and on February 26, 2004 (PGCPB Resolution No. 04-42), respectively, for industrial uses and were therefore exempt from the mandatory dedication of parkland requirements.

PPS 4-19011 was approved by the Prince George's County Planning Board on March 4, 2021, (PGCPB Resolution No. 2021-34) for the residential uses described above, with 23 conditions. The following conditions pertain to the DPR review:

- 3. *The 15-foot-wide trail easement situated parallel to the 50-foot conservation easement for floodplain buffer, and located adjacent to the eastern property line, shall be extinguished at the time of recordation of the final plat of subdivision.***
- 6. *At the time of acceptance, the detailed site plan, filed by the applicant, shall illustrate the location, limits, specifications, and details displaying the following facilities, unless***

modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence:

b. Eight-foot-wide side path along the subject property's frontage of Matapeake Business Drive.

The plans provided with this application show a proposed eight-foot-wide sidepath along the site's entire frontage. The applicant has provided shading the section of the proposed path along the base of the cul-de-sac on the DSP and Landscape Plan, to be consistent with all other proposed trail and sidewalk sections.

- 14. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan.***
- 15. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of final plats. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.***
- 16. The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of private on-site recreational facilities, prior to issuance of building permits.***

DISCUSSION

Mandatory dedication of parkland pursuant to Section 24-134(a) of the Prince George's County Subdivision Regulations provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the proposed density of development, 10-percent of the net residential lot area could be required to be dedicated to M-NCPPC for public parks, which equates to 1.86 acre. At the time of PPS review, the applicant opted to provide on-site recreational facilities and has designated areas to serve the recreational needs of the proposed community.

The plans provided show open space areas on the property, Parcel J and Parcel M, totaling 23,432 square feet of land, to be designated for recreation. An exhibit provided with the application shows the fulfillment of on-site recreation to include a clubhouse with a fitness center and gathering area, a tot lot, and an open play area with benches and bike racks. The details and the cost estimates for the on-site amenities were submitted with this application and will be evaluated by the Urban Design Section.

DSP-19016
Townes at Brandywine Crossing

RECOMMENDATION:

The Park Planning & Development Division of DPR recommends to the Planning Board approval of Detailed Site Plan DSP-19016 for the Townes at Brandywine Crossing.

The Urban Design Section staff shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.

cc: Bridget Stesney
 Alvin McNeal

September 2, 2021

MEMORANDUM

TO: Adam Bossi, Planner Coordinator, Urban Design Section
VIA: Sherri Conner, Planning Supervisor, Subdivision Section *SC*
FROM: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
SUBJECT: DSP-19016; Townes at Brandywine Crossing

The property subject to this detailed site plan (DSP-19016) is known as Parcels 4, 5, and 6 shown on a plat for Brandywine 301 Industrial Park recorded in Prince George's County Land Records in Plat Book REP 203 page 51, on October 26, 2004. The property is in the Light Industrial (I-1) Zone, and it is subject to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*. DSP-19016 proposes 170 single-family attached townhouse lots and 24 parcels on an 18.58-acre property. Townhouses are permitted use in the I-1-Zone, under certain circumstances as defined by Footnote 66 in Section 27-473, and of Section 27-544(f)(2)(E) and (G) of the Zoning Ordinance.

Preliminary plan of subdivision (PPS) 4-97124 was previously approved by the Prince George's County Planning Board on March 26, 1998 for 19 parcels, which included the subject property, for industrial use on an overall 176.44-acre property. Parcels 4, 5, and 6 were subsequently platted in accordance with PPS 4-97124. PPS 4-19011 was approved by the Planning Board on March 4, 2021 for 170 lots and 24 parcels for the development of single-family attached dwellings, and supersedes 4-97124 for the subject 18.58-acre property. As a result of the new development proposal under PPS 4-19011 and this DSP, a new final plat of subdivision will be required to create the proposed lots and parcels before any building permits can be approved for the subject site.

PPS 4-19011 (PGCPB Resolution No. 2021-34) was approved subject to 23 conditions. The conditions relevant to this DSP review are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

- Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19011, consistent with the requirements of Section 24-124.01(f) of the Prince George's County Subdivision Regulations.**

A bicycle and pedestrian impact statement (BPIS) exhibit, as required by this condition, was included with this DSP application. The Transportation Planning Section should further evaluate the application for conformance to Condition 5.

6. At the time of acceptance, the detailed site plan, filed by the applicant, shall illustrate the location, limits, specifications, and details displaying the following facilities, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence:

- a. Standard six-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.**
- b. Eight-foot-wide side path along the subject property's frontage of Matapeake Business Drive.**
- c. Perpendicular Americans with Disabilities Act ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.**
- d. Crosswalks crossing Matapeake Business Drive.**
- e. Outdoor bicycle parking at all community and recreational areas.**

The DSP shows a standard six-foot-wide sidewalk along both sides of all private and public roads, excluding the alleys. A seven-foot-wide trail path is shown around the existing stormwater pond, and an eight-foot-wide side path is shown along the property's frontage of Matapeake Business Drive. The DSP also reflects American with Disabilities Act (ADA) ramps, crosswalks, and bicycle racks at recreational areas. The Transportation Planning Section should further evaluate the application for conformance to Condition 6.

7. Total development within the subject property shall be limited to uses which generate no more than 119 AM peak-hour trips and 136 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 development shown with the DSP is consistent with the approved PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to Condition 7.

8. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:

- a. Dedicate five feet of right-of-way along the property frontage on Matapeake Business Drive, to allow for implementation of an urban four-lane road (80-foot right-of-way) per DPW&T standards.**
- b. The parcel proposed for future widening of Matapeake Business Drive shall be labeled on the record plat as follows: "To be retained in private ownership and reserved in perpetuity for dedication, upon demand by the operating agency, for the widening of Matapeake Business Drive, as designated in the**

2009 Master Plan of Transportation and the 2013 Subregion 5 Approved Master Plan and Sectional Map Amendment.”

The DSP correctly shows the proposed five feet wide right-of-way dedication along the property frontage on Matapeake Business Drive in accordance with the approved PPS. The proposed Parcel 1 is also correctly labeled as required. This condition will be evaluated again for conformance at the time of final plat of subdivision.

- 10. Any nonresidential development of the subject property shall require approval of a new preliminary plan of subdivision prior to issuance of any permits.**

The subject DSP proposes development in accordance with the approved PPS, and no non-residential development is proposed. There is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

- 11. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (8511-2020-01) and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (8511-2020-01) and approval letter with the subject DSP. The approved SWM Concept Plan shows a layout approved with the PPS, and development matching that shown on the subject DSP. The Environmental Planning Section should further review the SWM concept plan for conformance to Condition 11.

- 12. Prior to approval of a final plat:**

- a. The final plat shall grant 10-foot-wide public utility easements along the public and private rights-of-way, in accordance with the approved preliminary plan of subdivision.**

10-foot wide public utility easements (PUEs) are shown on the DSP along the public and private rights-of-way, in accordance with the approved PPS. It is noted however, that the approved PPS showed the PUE located along the front of Lots 21 to 33 in isolation, and was not linked to adjoining PUE. Additional PUE has been provided at an appropriate location to provide for continuity and ease in laying of utilities to service these lots.

- 14. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan.**

- 15. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of final plats. Upon**

approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

- 16. The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of private on-site recreational facilities, prior to issuance of building permits.**

At the time of PPS review, the applicant proposed private on-site recreation facilities to meet the mandatory dedication of parkland requirements per Section 24-135 of the Subdivision Regulations. The list of the proposed on-site recreation facilities available to the future residents conceptually included accessible green space and open play areas with walking paths and benches, a club room, and a fitness studio. The DSP shows a club house with a fitness center and meeting room, a tot lot, and open play area. Cost estimate, details and floor plans for these recreational facilities are also provided with the application. As required by Condition 14, triggers for construction of the private on-site recreational facilities need to be established with the DSP. The Urban Design Section should review the proposed private on-site recreational facilities for adequacy and proper siting in accordance with the Park and Recreation Facilities Guidelines; and ensure that triggers for their construction are established in conformance with Condition 14. An RFA and bonding of the recreational facilities will be required in accordance with Conditions 15 and 16 above.

- 20. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat of subdivision. The following note shall be placed on the final plat of subdivision:**

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

The conservation easement will be described and recorded at the time of final plat of subdivision in accordance with Condition 20. The limits of the proposed conservation easement should be depicted on the detailed site plan and/or TCP2. Conformance to Condition 20 should be further evaluated and determined by the Environmental Planning Section.

Additional Comments:

None.

Recommended Conditions:

None.

Conclusion:

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. 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. There are no other subdivision issues at this time.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

September 3, 2021

TO: Adam Bossi, Zoning Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

Re: Townes at Brandywine Crossing Parcels 4, and 6
Detailed Site Plan (DSP)-19016

CR: Matapeake Business Drive

This is in response to the DSP-19016 Townes at Brandywine Crossing Preliminary referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- This site is zoned I-1, located on the southeast quadrant of Matapeake Business Drive and Timothy Branch Drive intersection. This DSP includes 170 lots, 19 parcels and 170 single family attached dwellings.
- Matapeake Business Drive is Master-planned as a Major Collector Roadway (100'R/W). Maryland National Capital Park and Planning Commission (M-NCPPC) has advised that per Prince George's Plan 2035, this site is a Local Town Center subject to applicable multimodal Urban Street Design standards. Existing Matapeake Business Drive has a right-of-way of 70ft. The developer of this project shall dedicate an additional 15ft of right of way. Therefore, Matapeake Business Drive shall be improved in the ultimate configuration to comply with DPW&T Urban Road 100.23, with no parallel parking. Frontage improvements and right-of-way dedication for Matapeake Business Drive are required in accordance with the Department of Public Works and Transportation (DPW&T) Standard 100.23 and to the County specification and standards. Since the opposite side of the roadway is developed, and right of way on the west side of the road is not dedicated yet to support the 100' right of way, DPIE is willing to consider a partial waiver of the frontage improvements. Applicant is encouraged to work with DPIE to establish this partial waiver.

- All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, the Department of Public Works and Transportation's (DPW&T) Specifications and Standards and the Americans with Disabilities Act (ADA).
- The applicant is to delineate the existing 100-year floodplain on the property. No residential structures are to be built within 25 feet of the 100-year floodplain. All other structures to be built outside the 100-year floodplain.
- Conformance with street tree, street lighting standards and parking lot lighting is required.
- Provide fire truck maneuverability analysis with site development fine grading permit submittal to demonstrate adequate turning radius for all internal roadways and parking lots.
- The proposed site development will require an approved DPIE site development technical plan to comply with Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP) requirements, and an approved/final erosion/sediment control plan, prior to the permit issuance.
- The applicant needs to provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all intersections within the site and all pedestrian crosswalks.
- Sidewalks and ADA ramps are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.
- DSP -19016 proposes 8-foot-wide side path along the subject property's frontage of Matapeake Business Drive and 6-foot-wide sidewalk along both sides of all other roads excluding alleys. The scope of the sidewalk shall be determined and finalized at the time of grading permit. All storm drainage systems and facilities are to be in accordance with DPW&T's requirements.
- The approved SWM Concept No. 8511-2020, with expiration date June 18, 2023 is consistent with the proposed site plan. The site has been graded in conjunction with prior development approvals and drains to two existing ponds. The concept plan is to be updated to show 6 feet sidewalk on all internal streets, ADA ramps, crosswalks crossing Matapeake Business Drive, outdoor bicycle parking pedestrian and bicyclist adequacy improvement approved with preliminary plan of subdivision 4-19011, consistent with the requirements of section 24- 1124.01(f) of the Prince George's County Subdivision regulations.

Adam Bossi
September 3, 2021
Page 3

- The project shall mill and overlay at the roundabout along with the pavement striping at the roundabout.
- A detailed soils investigation report that includes subsurface exploration and site grading, stormwater management BMPs and geotechnical engineering evaluation for streets and lots is required.
- All applicable approvals and permits are required for proposed improvements.
- DPIE has no objection to DSP-19016.

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.2060.

MG:NF:ag

cc: Rene Lord-Attivor, Chief, Traffic Engineering, DPIE
Tuan Duc, P.E., Chief, NPDES, S/RPRD, DPIE
Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E. Engineer, S/RPRD, DPIE
Brandywine Real Estate, LLC 2077 Sommerville Road, Suite 206 Annapolis, MD 21407
Soltesz 4300 Forbes boulevard Suite 230 Lanham, MD 20706

Date: September 3, 2021

MEMORANDUM

TO: Adam Bossi, Urban Design
FROM: Tempi Chaney, Permit Review Section
SUBJECT: DSP-19016, Towns at Brandywine Crossing

1. A clearer site plan should be submitted, a lot of information on the plan is not legible such as the bearings and distances, lot sizes, etc.
2. On the template sheet, provide all dimension of the decks shown on the rear of the units, and all dimensions of all projections and extensions shown on the club house.
3. The template for the Addison house type shows a 1 car garage. Correct the information below the house template where it shows 2 car garage ; correct it to 1 car garage.
4. Provide all development standards on the coversheet of the site plan. Per footnote 66 (c) - Regulations concerning the height of structure, lot size and coverage, parking and loading, frontage, setbacks, density, landscaping, and other requirements of the I-1 Zone shall not apply. All such requirements, except for those cited herein for townhouses, shall be established, and shown on the Detailed Site Plan. Townhouse uses shall conform to the dimensional requirements set forth in [Section 27-544\(f\)\(2\)\(E\)](#) and (G) of this Subtitle.
5. Will there be any provisions for additions, decks, sheds, fences for the townhouses? If there will be, it should be noted under the Development Standards on the site plan coversheet.
6. The sign square footage of the gateway sign should be provided on the site plan.

7. At permit time, a site plan showing the proposed house with the actual setbacks from the house to each property line will be required if specific house types are not being shown on the DSP plans.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

September 21, 2021

MEMORANDUM

TO: Adam Bossi, Development Review Division

FROM: Michael Jackson, Transportation Planning Section, Countywide Planning Division
Michael Jackson

VIA: *Tom Masog* Tom Masog, Transportation Planning Section, Countywide Planning Division

**SUBJECT: Referral for Multimodal Transportation,
 DSP-19016, Townes at Brandywine Crossing**

The following detailed site plan (DSP) was reviewed for conformance with the appropriate sections of Subtitles 24-124.01, 27-283, and 27-274, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT); and the 2013 *Subregion 5 Master Plan and Sectional Plan Amendment* to provide the appropriate multimodal transportation recommendations.

Type of Master Plan Bikeway or Trail

| | | | |
|--------------------|----------|---------------------------|----------|
| Private R.O.W. | <u>X</u> | Public Use Trail Easement | _____ |
| PG Co. R.O.W. | <u>X</u> | Nature Trails | _____ |
| SHA R.O.W. | <u>X</u> | M-NCPPC - Parks | _____ |
| HOA | <u>X</u> | Bicycle Parking | <u>X</u> |
| Sidewalks | <u>X</u> | Trail Access | <u>X</u> |
| Additional Signage | _____ | Bicycle Signage | <u>X</u> |

| DEVELOPMENT APPLICATION BACKGROUND | |
|---|--|
| Building Square Footage (non-residential) | Not Applicable |
| Number of Units (residential) | 170 townhouse units |
| Abutting Roadways | Matapeake Business Drive |
| Abutting or Nearby Master Plan Roadways | MC-503 Matapeake Business Drive, F-10 US 301/MD 5 Robert Crain Highway |
| Abutting or Nearby Master Plan Trails | Timothy Branch Stream Valley Trail |
| Proposed Use(s) | Development of 170 townhouse units |
| Zoning | I-1 |
| Centers and/or Corridors | Brandywine Center |
| Prior Approvals on Subject Site | Yes |
| Prior Approval Subject to 24-124.01 | Yes |

Development Proposal

Submit detailed site plans for 170 townhouses, consisting of three-unit types in an urban street edge consistent a mixed-use development center concept.

Existing Conditions

The subject property is vacant but has been graded pursuant to prior development approvals.

Prior Conditions of Approval

This application is subject to the following prior development approvals:

PGCPB No. 98-84 (File No. 4-97124)

Condition 21: A trail easement shall be established and shown on the Final Plat of Subdivision along the Timothy Branch. The trail may be located within the 50-foot conservation buffer if determined appropriate at the time of Detailed Site Plan review. The trail location shall provide dry passage outside of the wetlands and 100-year floodplain to the extent possible.

Comment: The trail easement condition was extinguished by PGCPB resolution No. 2021-34 (File No. 4-19011) as listed below.

PGCPB No. 2021-34 (File No. 4-19011)

Condition 3. The 15-foot-wide trail easement situated parallel to the 50-foot conservation easement for floodplain buffer, and located adjacent to the eastern property line, shall be extinguished before the final plat of subdivision is recorded.

Comment: This condition still applies.

Condition 4. Prior to the approval of any building permit for the subject property, the applicant and the applicant's heirs, and successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency, in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations:

- a. Upgrade two existing crosswalks along Timothy Branch Drive to continental style crosswalks, as depicted on the Pedestrian Improvement Locations exhibit.
- b. Upgrade existing crosswalks along Matapeake Business Park Drive to continental style crosswalks, as shown on the applicant's Pedestrian Improvement Location exhibit.
- c. Provide 250 linear feet of 5-foot-wide sidewalk along the portion of Matapeake Business Drive that fronts the property at 16000 Robert Crain Highway (Maryland Tax I.D. 3934098).

Condition 5. Prior to the acceptance of any detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications and details of the pedestrian and bicyclist adequacy improvements approved with Preliminary Plan of Subdivision 4-19011, consistent with the requirements of Section 24-124.01 (f) of the Prince George's County Subdivision Regulations.

Comment: An exhibit was submitted with the DSP that shows preliminary location and extent of required facilities within the walking and bicycle distance of the subject site.

Condition 6. At the time of acceptance, the detailed site plan, filed by the applicant, shall illustrate the location, limits, specifications, and details displaying the following facilities modified by the Prince George's County Department of Planning, Inspections and Enforcement, with written correspondence:

- a. Standard six-foot-wide sidewalks along both sides of all roads, public or private, excluding alleys.
- b. Eight-foot-wide side path along the subject property's frontage of Matapeake Business Drive.
- c. Perpendicular Americans with Disabilities Act ramps and marked crosswalks at all locations where sidewalks intersect with roads or streets.
- d. Crosswalks crossing Matapeake Business Drive.
- e. Outdoor bicycle parking at all community and recreational areas.

Comment: These conditions still apply. The submitted plans include six-foot-wide sidewalks along both sides of all roads. Most curb ramps appear to be perpendicular, there are crosswalks crossing Matapeake Business Drive and outdoor bicycle parking are provided at community and recreational areas.

Access, Circulation and conformance with Zoning Ordinance

Section 24-124.01 requires adequate public pedestrian and bikeway facilities in county centers and corridors. It further requires those who establish subdivisions within centers and corridors to construct on-site and off-site pedestrian and bicycle facilities and other public streetscape improvements as part of any development project. The subject property is located within the Brandywine Town Center.

Comment: The applicant has provided an exhibit showing the location, description, and cost of proposed off-site pedestrian improvements

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, loading and circulation, provide provisions for the design of the multimodal facilities associated with the subject application.

The submitted site plan does not propose surface parking lots nor loading areas. The submitted site plan proposes vehicular and pedestrian circulation that provides sidewalks on both sides of all streets, public and private, except alleys.

Comment: An eight-foot-wide shared-use path is located parallel to the east side of Matapeake Business Drive with proposed green colored crosswalks across intersecting streets that will serve as an alternative alignment for the Timothy Branch Stream Valley trail.

Vehicular access is provided by a network of streets and alleyways. Access to the subject site's vehicular network is provided by Matapeake Business Drive.

Comment: The applicant plans include the installation of shared use lane (sharrow) markings on Matapeake Business Drive, the provision of R4-11/Bicycles May Use Full Lane signs and D11-1/Bicycle Route signs with destination plates that will complement bikeway destination signs to be installed on Mattawoman Drive north of the subject property. The applicant's plans also show the inclusion of R3-17/Bike Lane signs, which should not be installed because bike lanes are not planned for Matapeake Business Drive.

Comment: The applicant will provide green painted crosswalks where the Timothy Branch Trail crosses intersecting streets abutting the subject site to improve traffic safety, subject to DPIE review and approval.

Comment: The applicant will install traffic control devices at Timothy Branch Trail intersections consistent with the Maryland Manual of Uniform Traffic Control Devices, section 9B.03. This section reads in pertinent part, as follows. The bold text is a legal standard with the force of federal and state law.

"Standard:

STOP (R1-1) signs (see Figure 9B-2) shall be installed on shared-use paths at points where bicyclists are required to stop.

YIELD (R1-2) signs (see Figure 9B-2) shall be installed on shared-use paths where bicyclists have an adequate view of conflicting traffic as they approach the sign, and where bicyclists are required to yield the right-of-way to that conflicting traffic.

Guidance

Where conditions require path users, but not roadway users, to stop or yield, the STOP or YIELD sign should be placed or shielded so that it is not readily visible to road users.

When placement of STOP or YIELD signs is considered, priority at a shared-use path/roadway intersection should be assigned with consideration of the following:

- A. Relative speeds of shared-use path and roadway users.*
- B. Relative volumes of shared-use path and roadway users.*
- C. Relative importance of shared-use path and roadway.*

Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path crossing a low volume street or a regional shared-use path crossing a minor collector street.

When priority is assigned, the least restrictive traffic control that is appropriate should be placed on the lower priority approaches. STOP signs should not be used where YIELD signs would be acceptable."

Comment: A ten-foot-wide shared-use path is also provided abutting a stormwater management pond on three sides.

Master Plan Policies and Recommendations

The 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2013 *Subregion 5 Master Plan and Sectional Plan Amendment* which recommend the following facilities that directly impact the subject site:

Timothy Branch Stream Valley Trail

Comment: The submitted site plan proposes extinguishing the alignment of the Timothy Branch Trail adjacent to Timothy Branch per previous Planning Board Resolution No. 2021-34 and instead

constructing the Timothy Branch Trail parallel to the east side of Matapeake Business Drive.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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

POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

POLICY 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Transportation Recommendations Section of the 2013 *Subregion 5 Master Plan and Sectional Plan Amendment* makes the following policy recommendations on page 118:

Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.

Promote dual-route facilities along all the major route corridors.

Connect a spine network of trails to the most populated areas.

Expand and promote hiker/biker/equestrian recreational activities.

Promote and encourage cycling and walking for commuting purposes as an alternative to driving a car.

Promote safe pedestrian and bicycle facilities in and around public schools, and in population centers such as Clinton and Brandywine

Comment: The submitted plans are consistent with the master plan transportation policies.

Conclusion

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with conditions of approval of prior cases, the site design guidelines pursuant to Sections 24-124.01, 27-283, and 27-274, and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes, if the following conditions are met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:

- a. Delete the R3-17/BIKE LANE signs from Matapeake Business Drive.
- b. Standard D-3 street name sign blades that read, "Timothy Branch Trail" where the Timothy Branch Trail intersects with roadways and indicate their locations on the site

plans.

COMMISSIONERS
Howard A. Denis, Chair
Keith E. Bell, Vice Chair
Fausto R. Bayonet
T. Eloise Foster
Chris Lawson
Sandra L. Thompson

GENERAL MANAGER
Carla A. Reid



March 9, 2021

Brandywine Real Estate, LLC
c/o Kevin Setzer
2077 Somerville Rd, Suite 206
Annapolis, MD 21401

Re: Amended Letter of Findings #5,
WSSC Project No. DA4027Z05, Brandywine Industrial Park

Dear Mr. Setzer:

The letter of findings for the Brandywine Industrial Park project has been amended per your request. This amendment supersedes any previous letter of findings. The following changes have been approved:

- change in ownership from Fairfield Building Company LLC to Brandywine Real Estate, LLC
- change in number of units or type of development,
- change in water and sewer main alignments,

Please refer to the updated 200'-scale sketch enclosed along with the summary table and an all-inclusive list of project conditions provided below:

| HYDRAULIC SUMMARY TABLE | |
|--|--|
| Proposed Development: 170 Townhomes, 312 Garden Apartments, Future 198 Garden Apartments, Future 6,000 SF of Retail & Existing 47,920 SF of Retail | |
| 200-ft Sheet: 220 SE 07 | |
| SEWER | WATER |
| WWTP Service Area: Mattawoman | Hydraulic Zone Group: Prince George's High |
| Mini-Basin Number: 21-996 | Pressure Zone: 385B |
| | High Grade: 385 feet |
| | Low Grade: 326 feet |

The following is a list of conditions that apply to this project and must be met before a Systems Extension Permit (SEP) will be issued and before a Service Connection Permit will be issued under the Applicant Built process.

ASSESSMENT PAYOFF REQUIRED

The property to be developed has an existing benefit assessment. This project will not be granted a System Extension Permit until the existing assessment balance is paid. **If paid by May 31, 2021, the amount required is \$61,116.85.** Assessment payoff should be made immediately if plat is recorded before the System Extension Permit is granted.

PROPERTY WILL BE ASSESSED

If a connection to an existing WSSC-built main line extension is made, a front-foot-benefit assessment and any deferred connection costs will be levied against the property served. A yearly charge will appear on your County property tax bill for a set period of time -- currently 23 years. For details contact the Property Assessment Unit on 301-206-8032.

PAY ABANDONMENT/RELOCATION COSTS

The development will necessitate improvements (sewer relief) to existing WSSC facilities. Such work and related expenses will be the responsibility of the applicant. The applicant must take all necessary and appropriate steps to ensure continuous and uninterrupted service to existing WSSC customers.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

INTERJURISDICTIONAL ISSUES

Providing sewer service to this property will require coordination with Charles County. This project will flow to the Charles County Mattawoman Interceptor Sewer. Flow from WSSC to the Charles County sewer system is allowed by agreement between WSSC and Charles County. WSSC and Charles County must amend the agreement to redistribute flows allocated to WSSC before a Service Connection Permit for this project may be issued.

SANITARY SEWER CONDITIONS

SEWER AVAILABLE

An existing sanitary sewer is available to provide service to a portion of this project, Part 3. Sanitary sewer service can be obtained for such by constructing service connections without a public extension. Each property connecting to the existing lines will be assessed at the rate prevailing at the time of the main's construction (see "PROPERTY WILL BE ASSESSED" above).

REQUIRED SANITARY SEWER MAIN SIZES

All sewer shall be **8-inch** diameter gravity sewer.

SEWER MAIN ALIGNMENT

Adjustments may be required to the sewer main alignments along the northern limits of Private Street “B” and within the private HOA Parcel “J” to best accommodate the final grading of the site and service requirements to the units in the vicinity.

SEWER SERVICE DEPENDENCY

It is the applicant’s responsibility to meet all downstream sewer dependencies for each development part prior to release of the part. All downstream sewers must be Released for Service (RFS) prior to issuance of the RFS for the subject part.

REPLACEMENT/RELIEF OF SEWER MAIN REQUIRED

As shown on the attached sketch, relief or replacement of a downstream sewer between existing manhole # 21-996-088-M and existing manhole # 21-996-087-M is necessary in order to provide sanitary sewer service to future portions of this development (Part 4).

Design flow for the replacement sewer is 0.98 mgd. Provide continually increasing sewer pipe sizes running downstream. Sewer sizes must meet the requirements outlined in the latest WSSC Pipeline Design Manual. The cost for this work will be borne by the applicant.

INSTALL EJECTOR/GRINDER PUMPS

Based on the proposed grading plan, ejector or grinder pump(s) and on-site low-pressure sewer may be required for service. A registered plumber must install the pumps at the developer’s expense.

For properties to be served by a grinder pump system, the developer is responsible for all on-site installation (i.e. materials, electrical equipment, the grinder pump unit and plumbing hook-up which shall be installed by a registered plumber). Grinder pump units must be approved by WSSC. Ultimately the property owner will be responsible for all on-site maintenance of grinder pump systems. Builder/developers/owners should disclose this requirement to purchasers at property settlement.

SHALLOW-DEPTH SEWER

Due to the topography, it will be necessary to construct shallow sewer. A minimum cover of 3 feet must be maintained over the sanitary sewer.

ENVIRONMENTAL IMPACTS

Future proposed sewer main outfall may impact wetlands, stream buffers, 100-year flood plain, steep slopes, and possibly large trees. The alignment may need adjustment during the design stage.

SERVICE DEPENDENT ON OFF-SITE CONSTRUCTION

Sewer service is dependent on the downstream replacement/relief being constructed and released for service.

Since this project will be dependent on an offsite system improvement, the following table provides information on which parts are dependent on the system improvement being constructed and released for service:

| Part | Dependencies |
|-------------|---------------------|
| Part 4 | Downstream Relief |

WATER MAIN EXTENSION CONDITIONS

WATER AVAILABLE

An existing water main is available to provide service to a portion of this project, Part 3. Water service may be obtained by constructing service connections without a public extension. Each property connecting to the existing lines will be assessed at the rate prevailing at the time of the main's construction (see "PROPERTY WILL BE ASSESSED" above).

REQUIRED WATER MAIN SIZES

The diameters of all the proposed mains are **8 inches**, except the **12 inch** main along Matapeake Business Drive as shown on the attached sketch.

ISOLATION VALVES

Provide sufficient numbers of isolation valves on new mains to provide redundancy. Isolation valves are required on existing public mains when a proposed main connects to an existing public main. Keep valves *Open*. Numbers and exact location of valves will be determined during the Design phase.

OUTSIDE METERS

Any residential water service over 300 feet in length will require an outside meter. For commercial water service connections, built to serve a standard or minor site utility (on-site) system over 80 feet in length, WSSC would prefer an outside meter in a vault, however an indoor meter may be allowed under certain conditions.

USE OF MASTER METERS FOR RESIDENTIAL UNITS IN PRINCE GEORGE'S COUNTY

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served by a master meter for billing purposes. Each unit shall be provided with a separate billing meter. Any SU, MSU, SEP or Plumbing Plan that has not been submitted prior to this date is required to follow the new law, unless it is associated with a grandfathered HPA or SEP project. See the 2019 WSSC PLUMBING & FUEL GAS CODE for more information.

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served by a master meter for billing purposes. However, this site had an approved HPA prior to the effective date of HB218; therefore, it is grandfathered and is not required to comply with the new law. Please note that these condominiums may elect to be served with individual meters, in which case, the requirements of the 2019 WSSC PLUMBING & FUEL GAS CODE shall be followed.

EASEMENT CONDITIONS

GENERAL

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

PRIVATE STREET & ALLEY EASEMENT REQUIREMENTS

Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

- All separation requirements in the latest WSSC Pipeline Design Manual (PDM) must be met.
- A 10 foot Public Utility Easements (PUE) shall be provided on both sides of the private street and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
- Dry utilities are to be located in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

COORDINATION WITH OTHER BURIED UTILITIES

Refer to the latest WSSC Pipeline Design Manual Pages G-1 and G-2 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at the design plan review phase. Refer to the latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

The applicant must provide a separate "Utility Plan" to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and easements. Upon completion of the site construction, any utilities that are found to be located within WSSC's easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's expense.

IMPACTS DUE TO GRADING / PIPE LOADING CHANGES

Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC easement requires **advance approval** by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street easement requires WSSC approval directly on the original GEP **prior to** approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation, or abandonment) of existing WSSC facilities is done at the sole expense of the applicant / builder / developer. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

PROVIDE FREE EASEMENT TO WSSC

Easements across your property for water and sewer line placement must be provided at no cost to the WSSC. The Applicant shall execute and deliver on-property easements prior to plan approval in accordance with the Development Services Code, which shall constitute an irrevocable offer by the Applicant to convey all on-property easements to WSSC.

ADHERE TO MINIMUM EASEMENT WIDTHS

The minimum easement width for a normal (14 inches diameter or less) extension, either water or sewer, installed at normal depth is 20 feet. A minimum easement width of 30 feet is required when both normal-diameter water and gravity sewer lines are installed in the same easement at normal depth. Installation of deep or large water and / or sewer mains will require additional easement width. For minimum horizontal separation between a building and a WSSC pipeline, refer to the requirements in the latest WSSC Pipeline Design Manual, Part Three, Section 3.c.2. Based on WSSC requirements, the minimum spacing between adjacent buildings with both water and sewer lines between them should be at least 40 feet and, in some cases, greater when connections, fire hydrants, or deep sewer or water lines are involved. Balconies and other building appurtenances are not to be within the easement. Additionally, water and sewer pipeline alignment should maintain 5 feet horizontal clearance from storm drain pipeline / structures and other utilities.

CONNECTION AND SITE UTILITY CONDITIONS

MINIMIZE CONNECTION LENGTHS

The length of all connections should be minimized.

SITE UTILITY PROCESS REQUIRED

The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of Site Utility plans. Multiple site utility plans may be required to serve a site if phasing is required. Partial releases for site utility plans are not permitted.

COVENANT REQUIRED

In general, where multiple properties or buildings under single ownership are served by water and sewer services connections as allowed or required, a covenant shall be submitted for the Commission's approval. The covenant shall require the property owner to notify the Commission prior to any subdivision or sale of any or all of the properties covered by the covenant. Such action may require the property owner to obtain separate water and sewer connections or a Shared Site Utility System Agreement.

ENVIRONMENTAL CONDITIONS

The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Phase 2, Review for System Integrity or Site Utility Plan Review. See "Site Utility Process Required," above. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of System Integrity Review and Site Utility Review Packages.

This Letter of Findings will expire if no "actions" are taken by the applicant over the 3-year period following the date of this letter. For definition of "actions", see the latest Development Services Code, Section 405.1.1.

If you have any questions or concerns, please feel free to contact me at 301-206-8370 or Rufus.Leeth@wsscwater.com.

Sincerely,

Rufus Leeth

Rufus Leeth
Project Manager
Development Services Division

Enclosure: 200'-scale sketch

cc: J. Solano – Soltesz
Mr. Tom Gingrich (tom.gingrich@wsscwater.com) - Development Design Section Manager
Ms. Shirley Branch (sabbranch@co.pg.md.us) - Department of Permitting, Inspections & Enforcement (DPIE)

1 - - WSSC Plan Review Comments

Created by: Dagoberto Beltran
On: 08/02/2021 09:16 AM

Plan #DSP-19016
BRANDYWINE 301 INDUSTRIAL PARK

----- 0 Replies -----

2 - - WSSC Standard Comments for all Plans

Created by: Dagoberto Beltran
On: 08/02/2021 09:17 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSC's rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSC's system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

3 - - WSSC General Design Review Comments

Created by: Rufus Leeth
On: 08/03/2021 11:19 AM

DESIGN COMMENTS:

WATER & SEWER

0Add the proposed pipeline alignment(s) with water and sewer house connection(s) to the plan. Additionally, if easements are required their limits and locations must be shown. See WSSC 2017 Pipeline Design Manual Part Three, Section 2; easements and Construction Strips.

0Design water and sewer service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

0Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

0Show and label easement limits on plan for all existing and proposed water and sewer mains.

0Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.

0Design the plan to avoid any water pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

0There is a 12- inch diameter water main located on or near this property. Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

0Water and sewer pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

0The WSSC 2019 Plumbing & Fuel Gas Code has been adopted and is effective March 1, 2019.

The minimum size new water service connection for Group R-3 occupancies shall be 1.5 inches. Water service connections that are already buried may be utilized provided they are deemed adequate to serve the greater demand of either the total proposed fixture load or the fire sprinkler system. See WSSC 2019 WSSC Plumbing & Fuel Gas Code 111.1.1.1

EASEMENTS

0WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

0Private Street & Alley Easement Requirements. Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private

streets and alleys, then the following criteria must be met:

- All separation requirements in the WSSC 2017 Pipeline Design Manual (PDM) must be met.
- A 10 foot Public Utility Easements (PUE) shall be provided on both sides of the private street -and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
- Dry utilities are to be located in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

0WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.

0The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.

0Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.

ENVIRONMENTAL

0An Environmental Site Assessment report will be required for the proposed site.

GENERAL

0A proposed site development project was previously submitted to WSSC (DA4027Z05) and is a conceptually approved project.

0Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

0Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

0WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

HYDRAULICS COMMENTS:

GENERAL

0See the attached Letter of Findings for existing WSSC project number DA4027Z05.

WATER

0A 12-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

SEWER

0A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

----- 0 Replies -----

1 - Proposed WSSC Easement

Created by: Rufus Leeth
On: 08/03/2021 07:26 AM

Adjust limits to be within the alleyway.

Avoid placement along the frontage of the lots.

----- 0 Replies -----

2 - Proposed WSSC Easement - Typical All Locations

Created by: Rufus Leeth
On: 08/03/2021 07:30 AM

Ensure the alignment of the easement provides a minimum of 10 foot clearance from the centerline of each main to the outside edge of the easement.

----- 0 Replies -----

3 - House Connections & WSSC Easements

Created by: Rufus Leeth
On: 08/03/2021 07:57 AM

The WSSC house connections are to terminate at the edge of the WSSC easement or road right-of-way.

Ensure the termination limits of all the WSSC house connections meet WSSC's standards to stop at the road right-of-way or WSSC easement line.

Private water and sewer lines serving each unit which cross through HOA Parcels require a separate private easement, covenant agreement, or legal rights defined in the HOA Documents.

Ensure the proper legal support documents are prepared to grant access to these private water and sewer lines which cross through HOA Parcels.

----- 0 Replies -----

1 - Storm Drain In WSSC Easement

Created by: Rufus Leeth
On: 08/03/2021 10:27 AM

Appears the storm drain in this location will impact the termination of the house connections.

Relocate the storm drains to avoid these conflicts.

----- 0 Replies -----

2 - Storm Drains in WSSC Easement (Parcel G)

Created by: Rufus Leeth
On: 08/03/2021 10:31 AM

Appears the storm drain in this location will impact the termination of the house connections.

Relocate the storm drains to avoid these conflicts.

----- 0 Replies -----

3 - Proposed WSSC Easement

Created by: Rufus Leeth
On: 08/03/2021 10:33 AM

Adjust limits to be within the alleyway.

Avoid placement along the frontage of the lots.

----- 0 Replies -----

4 - House Connections & WSSC Easements

Created by: Rufus Leeth
On: 08/03/2021 10:35 AM

The WSSC house connections are to terminate at the edge of the WSSC easement or road right-of-way.

Ensure the termination limits of all the WSSC house connections meet WSSC's standards to stop at the road right-of-way or WSSC easement line.

Private water and sewer lines serving each unit which cross through HOA Parcels require a separate private easement, covenant agreement, or legal rights defined in the HOA Documents.

Ensure the proper legal support documents are prepared to grant access to these private water and sewer lines which cross through HOA Parcels.

----- 0 Replies -----

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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT MISS UTILITY AT 1-800-237-1777 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THE PLAN OR THERE IS DOUBT, WHOEVER IS LESS CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THE PLAN.

OWNER
BRANDYWINE REAL ESTATE, LLC
207 SOMERVILLE RD
SUITE 200
POTOMAC, MARYLAND 20854
CONTACT: KEVIN SETZER
PHONE: 410-284-6000 EXT. 136

APPLICANT
FOULGER-PRATT DEVELOPMENT, LLC
1265 PARK POTOMAC AVENUE
SUITE 200
POTOMAC, MARYLAND 20854
CONTACT: CASSIE SCHUFF
PHONE: 202-499-7631



PLAN VIEW
DETAILED SITE PLAN
TOWNES AT BRANDYWINE CROSSING
DSP-19016

TAX MAP
155.43-44

ZONING CATEGORY:
I-1

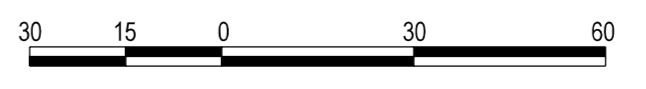
WSSC 200 SHEET
200 OF 91

SITE DATUM
HORIZONTAL: NAD83
VERTICAL: NAVD83

DATE: JAN 2021
DESIGNED: YOR
TECHNICAL: YOR
CHECKED: DJB
CAD STYL: Y8/NCS
VERSION:

SHEET
3
OF
5

PROJECT NO.
38440100



MATCHLINE SEE SHEET 4



BRANDYWINE (11TH ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND)

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PARCEL 3, BLK. B
TARGET CORPORATION
L. 29306 F.189
ZONE: C-S-C
USE: COMMERCIAL

PARCEL A (HOA)
10' WIDE - 0.23 ACRES
TO BE RETAINED IN PRIVATE OWNERSHIP
AND RESERVED IN PERPETUITY
FOR DEDICATION UPON DEMAND BY
THE OPERATING AGENCY, FOR THE WIDENING OF
MATAPEAKE BUSINESS DRIVE, AS DESIGNATED
IN THE 2008 MASTER PLAN OF TRANSPORTATION
AND THE 2013 SUBREGION 5 APPROVED MASTER PLAN
AND SECTIONAL MAP AMENDMENT.

5' PUBLIC RIGHT OF WAY
DEDICATION 0.11 ACRES

PARCEL 3, BLK. B
TARGET CORPORATION
L. 29306 F.189
ZONE: C-S-C
USE: COMMERCIAL

MATAPEAKE BUSINESS
DRIVE
(70' R/W)

PARCEL 11, BLK. A
COSTCO WHOLESALE CORPORATION
L. 29831 F.252
ZONE: C-S-C
USE: COMMERCIAL

40' ROW FOR
SEWER, WATER
MAIN & APPURTENANCES
L. 13351 F.012
PART TWO

APPROXIMATE POSSIBLE
40' WIRE
SEWER EASEMENT
TO CONNECT PARCEL 4

MASTER PLAN ROW
MC-503, 100 FT. ROW

SEWER
BYPASS
L. 13351 F.012

PARCEL 4, BLK. A
BRANDYWINE REAL
ESTATE, LLC
L. 41206 F.318

PARCEL O
(HOA)
94222 S.F.

OUTLOT A, BLK. A
BRANDYWINE CROSSING
STRMWR MNGMNT
L. 29831 F.203
ZONE: I-1,
USE: SWM POND

MATCHLINE SEE SHEET 3

PARCEL 5, BLK. A
AREA A UNRESERVED PORTAL
4
TO BE EXTINGUISHED

OUTLOT A, BLK. A
BRANDYWINE CROSSING
STORMWATER MGMT
L. 29831 F.203
ZONE: M-X-T
USE: INDUSTRIAL

SCALE: 1" = 30'

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
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www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO. REVISIONS BY DATE

MISS UTILITY NOTE
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES
WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR
MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL
EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST
PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION.
CONTACT MISS UTILITY AT 1-800-251-7171 48 HOURS PRIOR TO
THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN
SHOWN ON THE PLAN OR THINER THAN 12" MINIMUM, WHOEVER IS
LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY
BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS
THAN NOTED MAY REQUIRE REVISION TO THIS PLAN.

OWNER
BRANDYWINE REAL ESTATE, LLC
207 SOMERVILLE RD
SUITE 200
ANNEAPOLIS, MARYLAND 21401
CONTACT: KEVIN SETZER
PHONE: 410-264-6000 EXT. 136

APPLICANT
FOULGER-PRIATT DEVELOPMENT, LLC
1263 PARK POTOMAC AVENUE
SUITE 200
POTOMAC, MARYLAND 20854
CONTACT: CASSE SCHURFF
PHONE: 202-499-7631



PLAN VIEW
DETAILED SITE PLAN
TOWNES AT BRANDYWINE CROSSING
DSP-19016

TAX MAP
155, 43-44

ZONING CATEGORY:
I-1

WSBC 200 SHEET
200-06-01

SITE DATUM
HORIZONTAL: NAD83
VERTICAL: NAVD83

DATE: JAN 2021
DESIGNED: YOR
TECHNICAL: YOR
CHECKED: DJB
CAD STYL: YOR
VERSION: V8/NCS

SHEET
4
OF
5

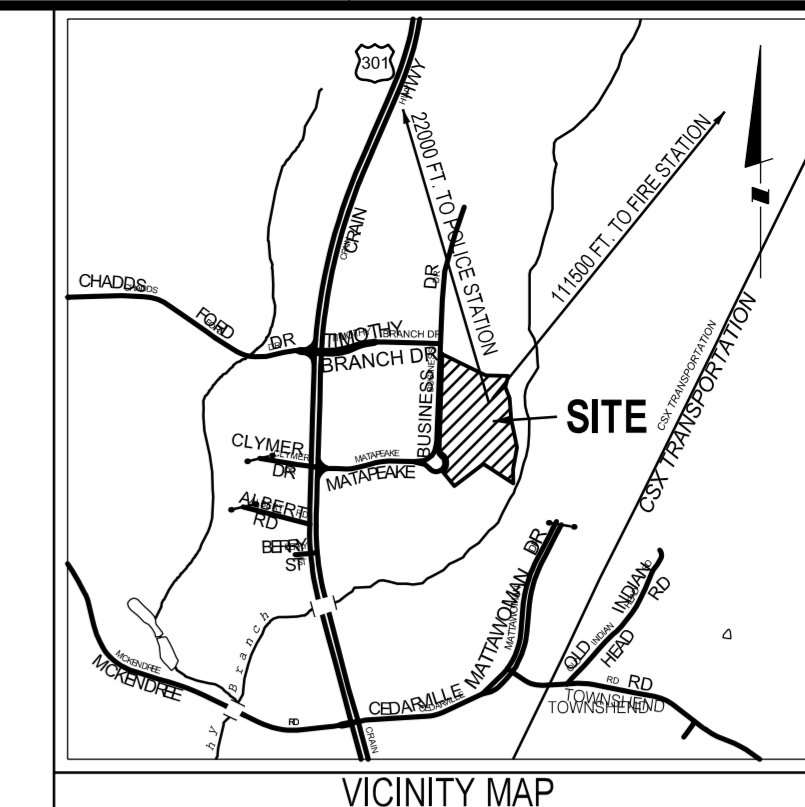
PROJECT NO.
38440100

TOWNES AT BRANDYWINE CROSSING

DETAILED SITE PLAN



SCALE: 1" = 60'



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Engineering
 Surveying
 Planning
 Environmental Sciences

SHEET INDEX:

| | |
|----------|----------------|
| SHEET 1: | COVER SHEET |
| SHEET 2: | APPROVAL SHEET |
| SHEET 3: | PLAN SHEET |
| SHEET 4: | PLAN SHEET |
| SHEET 5: | DETAIL SHEET |

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS; THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT THE UTILITY AT 1-800-327-7777 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THE PLAN OR TWELVE (12) INCHES, WHOEVER IS LESS CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THE PLAN.

OWNER
 BRANDYWINE REAL ESTATE, LLC
 2077 SOMERVILLE RD
 SUITE 200
 POTOMAC, MARYLAND 20854
 CONTACT: KEVIN SETZER
 PHONE: 410-268-9001 EXT. 136

APPLICANT
 FOULGER-PRATT DEVELOPMENT, LLC
 12435 PARK POTOMAC AVENUE, SUITE 200
 POTOMAC, MARYLAND 20854
 CONTACT: CASSIE SCHUPP
 PHONE: 240-499-7631

- GENERAL NOTES:**
- PROJECT NAME: TOWNS AT BRANDYWINE CROSSING
 - TOTAL ACREAGE: 18.58 ACRES
 PARCEL 4: BRANDYWINE REAL ESTATE, LLC, P.B.REP 203, P.NO. 51 L.141206 F.318 - 7.04 AC.
 PARCEL 5: BRANDYWINE REAL ESTATE, LLC, P.B.REP 203, P.NO. 51 L.141206 F.318 - 6.14 AC.
 PARCEL 6: BRANDYWINE REAL ESTATE, LLC, P.B.REP 203, P.NO. 51 L.141206 F.318 - 5.40 AC.
 - EXISTING ZONING: I-1 (LIGHT INDUSTRIAL)
 - PROPOSED USE: SINGLE FAMILY ATTACHED
 - PROPOSED NUMBER OF LOTS: 170
 PARCELS: 19
 OUTLOTS: 0
 OUTPARCELS: 0
 - WSSC MAP REFERENCE: 2205E07
 - TAX MAP/GRID: 155, 43 - A4
 - AVIATION POLICY AREA: N/A
 - EXISTING WATER/SEWER DESIGNATION: W-3, S-3
 - PROPOSED WATER/SEWER DESIGNATION: W-3, S-3
 - STORMWATER CONCEPT: #8511-2020-01
 - 10-FT. PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY
 - PARK DEDICATION: ON SITE FACILITIES ARE BEING PROPOSED
 - THERE ARE NO CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY
 - THERE ARE NO HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
 - THERE ARE NO WETLANDS PRESENT ON THE PROPERTY.
 - THERE IS NO STREAM PRESENT ON THE PROPERTY.
 - THERE IS 100 YEAR FLOODPLAIN ON THE PROPERTY.
 - THE SITE IS NOT WITHIN THE CHESAPEAKE BAY CRITICAL AREA.
 - SOURCE OF TOPOGRAPHY: SOLTESZ
 - APPLICANT: FOULGER-PRATT DEVELOPMENT, LLC
 12435 PARK POTOMAC AVENUE, SUITE 200
 POTOMAC, MD, 20854
 CONTACT: CASSIE SCHUPP
 PHONE: 240-499-7631
 - PPS 4-19011 AND TCP1-023-2020.

PARKING PROPOSED: 514 SPACES
 ON-STREET: 58 SPACES
 GARAGE SPACES: 286 SPACES
 2-CAR GARAGES: 116 (116X2=232 SPACES)
 1-CAR GARAGES: 54 (54 SPACES)
 DRIVEWAY: 170 SPACES

LEGEND

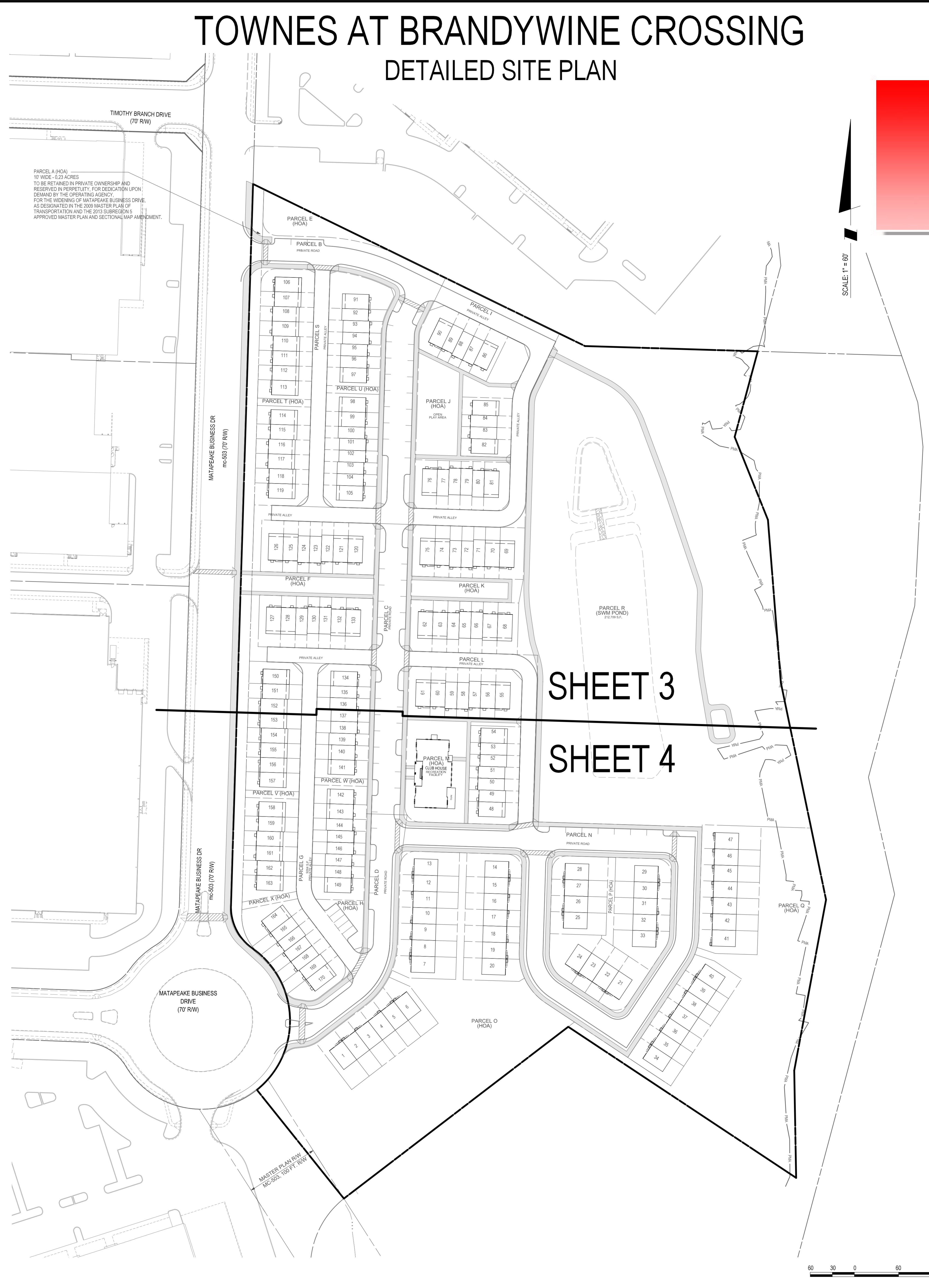
| | |
|--|----------------------------|
| | SITE BOUNDARY |
| | PROPOSED LOT LINE |
| | PROPOSED RIGHT-OF-WAY LINE |
| | ADJACENT PROPERTY LINE |
| | ROAD CENTERLINE |
| | EASEMENT |
| | EXISTING 10' CONTOUR |
| | EXISTING 2' CONTOUR |
| | FLOODPLAIN |
| | PMA |
| | PROPOSED WATER |
| | PROPOSED SEWER |
| | EXISTING SEWER |



COVER SHEET
 DETAILED SITE PLAN
TOWNS AT BRANDYWINE CROSSING
 DSP-19016
 BRANDYWINE (11TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND



PARCEL A (HOA)
 10' WIDE - 0.23 ACRES
 TO BE RETAINED IN PRIVATE OWNERSHIP AND RESERVED IN PERPETUITY FOR DEDICATION UPON DEMAND BY THE OPERATING AGENCY FOR THE WIDENING OF MATAPEAKE BUSINESS DRIVE AS DESIGNATED IN THE 2008 MASTER PLAN OF TRANSPORTATION AND THE 2013 SUBSECTION'S APPROVED MASTER PLAN AND SECTIONAL MAP AMENDMENT.



SHEET 3

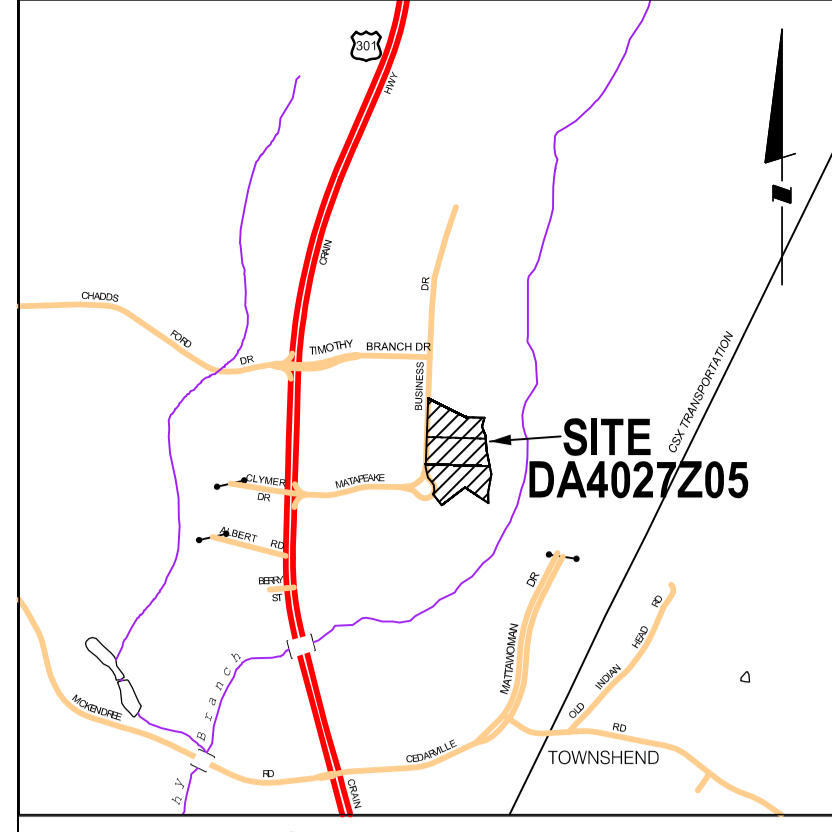
SHEET 4



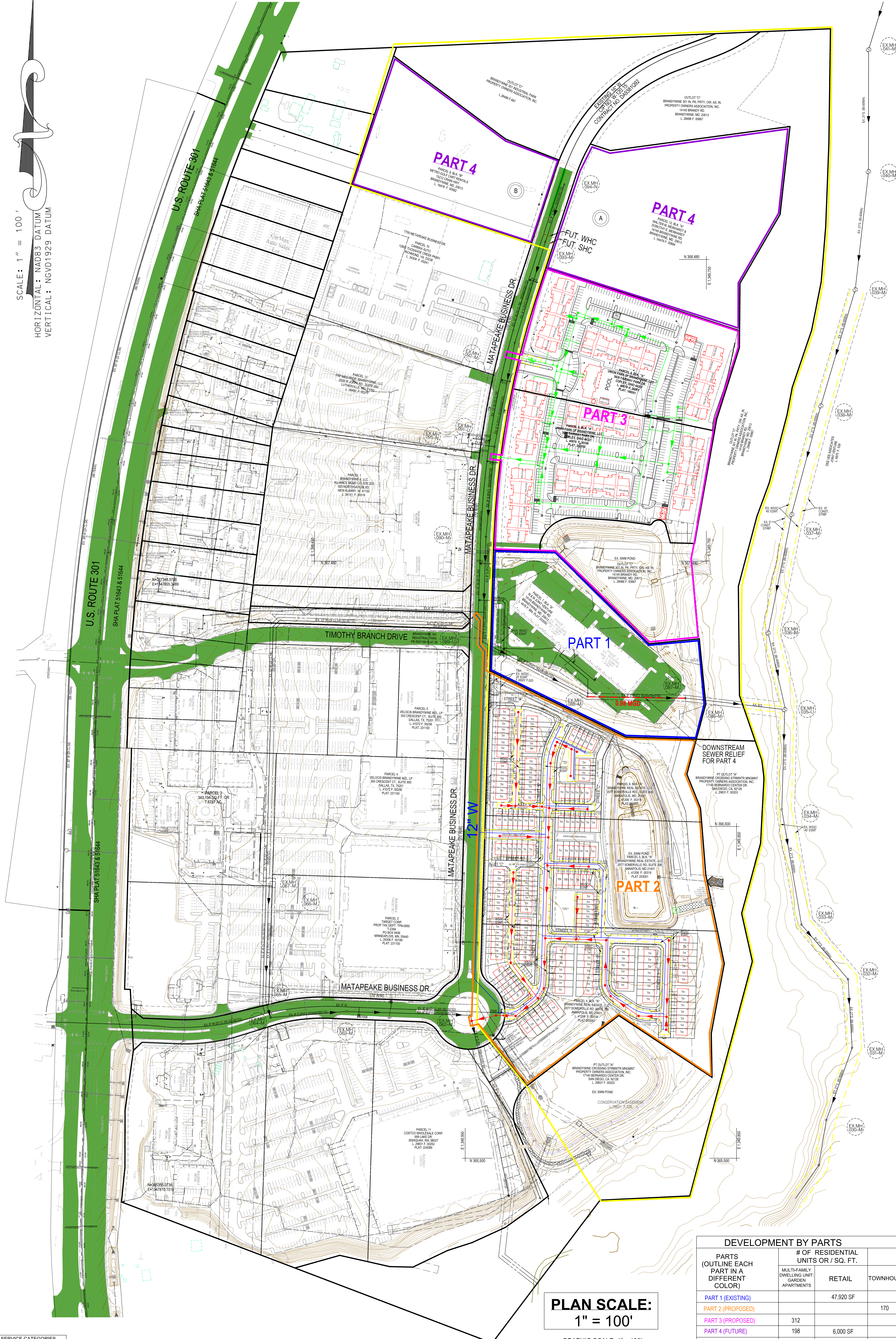
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| | |
|---|-------------------------|
| TAX MAP 155, 43-A4 | ZONING CATEGORY: I-1 |
| WSSC 200 SHEET 200-58-01 | |
| SITE DATUM HORIZONTAL: NAD83 VERTICAL: NAVD83 | DATE: JAN. 2021 |
| DESIGNED: YOR | CHECKED: DJB |
| SHEET 1 OF 5 | CAD STYL: V8/NCS |
| PROJECT NO. 38440100 | |

SCALE: 1" = 100'
 HORIZONTAL: NAD83 DATUM
 VERTICAL: NGVD1929 DATUM



- VICINITY MAP**
 SCALE: 1" = 2000'
 Prince George's County PAGE 5999 GRID: A2
- LEGEND**
- APPLICANT'S PROPERTY (CONTRACT # & SIZE)
 - EXISTING WATER MAINS (CONTRACT # & SIZE)
 - EXISTING SEWER MAINS (CONTRACT # & SIZE)
 - PROPOSED WATER MAINS
 - PROPOSED SEWER MAINS
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - ADJACENT PROPERTIES
 - ABUTTING ROADS W/ NAMES
 - EXISTING PAVING
 - PROPOSED ON-SITE WATER
 - PROPOSED ON-SITE SEWER
 - PROPOSED SEWER SERVICE CONNECTIONS (COMMERCIAL, APARTMENT, & AS NEEDED)
 - EXISTING / PROPOSED EASEMENTS
 - PROPOSED MAJOR CONTOURS (EVERY 10' - IF AVAILABLE, IF NOT PROVIDE EXISTING CONTOURS)
 - PROPOSED MINOR CONTOURS (EVERY 2' - IF AVAILABLE, IF NOT PROVIDE EXISTING CONTOURS)
 - PROPOSED HIGH/LOW POINT ELEVATIONS
 - PROPOSED SEWER SERVICE LATERAL



| DEVELOPMENT BY PARTS | | | |
|--|---|------------------|------------------|
| PARTS (OUTLINE EACH PART IN A DIFFERENT COLOR) | # OF RESIDENTIAL UNITS OR / SQ. FT. | | |
| | MULTI-FAMILY DWELLING UNIT: GARDEN APARTMENTS | RETAIL | TOWNHOUSE |
| PART 1 (EXISTING) | | 47,920 SF | |
| PART 2 (PROPOSED) | | | 170 |
| PART 3 (PROPOSED) | 312 | | |
| PART 4 (FUTURE) | 198 | 6,000 SF | |
| TOTAL = | 610 UNITS | 59,920 SF | 170 UNITS |

**APPROVED
 Amendment #5
 March 9, 2021
 RL**

PLAN SCALE:
 1" = 100'

GRAPHIC SCALE: 1" = 100'

| | |
|---------------|------|
| W-3 | S-3 |
| PRESSURE ZONE | 385B |
| HIGH | 385' |
| LHG | 326' |

WASHINGTON SUBURBAN SANITARY COMMISSION

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 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 P. 301.794.7555 F. 301.794.7556
 CONTACT: JOANIC SOLAND www.soltesz.com

APPLICANT:
 NAME: BRANDYWINE REAL ESTATE, LLC
 ADDRESS: 2077 SCHMIDT RD., SUITE 206
 ANNAPOLIS, MD 21401
 410.298.5100 EXT. 138
 PHONE: KEVIN SETZER
 CONTACT: KSETZER@HOGANCOMPANIES.COM
 EMAIL:

MATTAWOMEN CREEK DRAINAGE BASIN / MINI BASIN 21-996
 HYDRAULIC PLANNING ANALYSIS
 BRANDYWINE 301 INDUSTRIAL PARK - CRAIN HWY
 TO SERVE MATAPEAKE BUSINESS DRIVE AND PRIVATE STREETS

CONTRACT DA4027Z05
 200'S 2205E07
 02/26/2021

VERIFY SCALE: BAR IS ONE INCH ON ORIGINAL DRAWING 1" = 100' IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

Additional Back-up

For

**Detailed Site Plan DSP-19016
Townes at Brandywine Crossing**

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
TOWNES AT BRANDYWINE
DETAILED SITE PLAN DSP-19016
OCTOBER 7, 2021

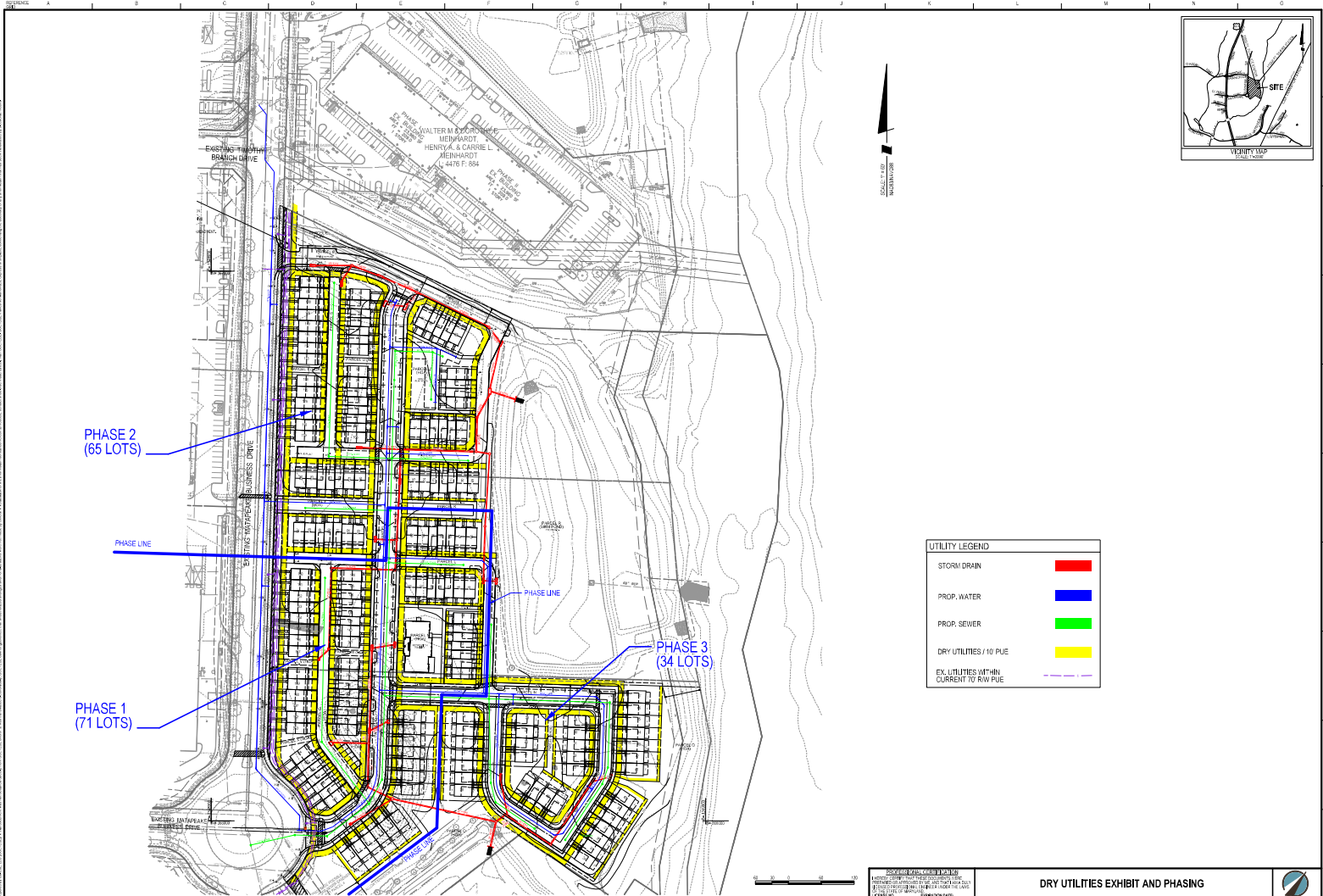
RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19016, and Type 2 Tree Conservation Plan TCP2-024-2021, for the Townes at Brandywine Crossing, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, as follows:
 - a. Provide additional landscape screening (2 shade trees, 5 evergreen trees and 8 shrubs) on the west side of Lot 1, to buffer it from the master planned right-of-way.
 - b. Provide raised/tabletop crosswalks at the southern vehicular entrance to the site to further reduce the speed of drivers as they enter the site, as an added safety measure.
 - c. Delete the R3-17/BIKE LANE signs from Matapeake Business Drive.
 - d. Standard D-3 street name sign blades that read "Timothy Branch Trail" where the Timothy Branch Trail intersects with roadways and indicate their locations on the site plans.
 - e. Revise the photometric plans to provide sufficient lighting of all alleys.
 - f. Designate the high and medium visibility lots within the DSP.
 - g. Provide a development standards chart on the DSP to include regulations for building height, lot size, lot coverage, setbacks, frontage, sheds, fences, and decks.
 - h. Revise the DSP to include the cost estimate and triggers for construction of the recreational facilities, to be reviewed by the Urban Design Section as designee of the Prince George's County Planning Board, to include:
 - (1) Construct the tot lot and open space on Parcel J prior to the approval of the ~~85~~137th building permit.
 - (2) Construct the clubhouse prior to the approval of the ~~150~~137th building permit.
2. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - a. Add the TCP2 number to the approval block in the correct format, TCP2-024-2021, on all sheets.
 - b. Add the TCP2 number to the woodland conservation worksheet.

- c. Remove the steep slopes from the plan, and from the legend.
- d. Correct the legend as follows:
 - (1) Use the standard symbol for a Temporary Tree Protection Fence (TPF).
 - (2) Use the standard symbol for a Permanent Tree Protection Fence (PPF).
 - (3) Add a symbol and label for Root Pruning.
 - (4) Add the 15-foot-wide trail easement.
- e. Correct the General Notes as follows.
 - (1) Correct Note 1 to reference DSP-19016.
 - (2) Remove Note 8.
 - (3) Correct Note 7 as follows: “The property is adjacent to Matapeake Business Drive, which is classified as a Major Collector (MC-503) “.
- f. Revise the detail for Root Pruning to include Note 6: “Root pruning should be performed adjacent to retention area on locations indicated on the Tree Conservation Plan”.
- g. In the Permanent Woodland Conservation Detail, remove the reforestation sign, and replace with a woodland conservation sign.
- h. Revise the title on the coversheet to indicate that this is a Type 2 tree conservation plan.
- i. Provide a separate detail for the afforestation sign on the plan sheet and add a note to indicate that it will be used on the PPF protecting the vulnerable edges of planting areas.
- j. Add an Owner’s Awareness Certification to the coversheet for signature prior to plan approval.
- k. On Sheets 2 and 3:
 - (1) Add a revised legend with the corrections and addition previously requested.
 - (2) Label the “15-foot-wide trail easement to be extinguished” as needed.
 - (3) Remove the label “FPESMT” on the western side of the trail easement.
- l. After required revisions to the TCP2 have been completed, and tables, calculations and/or quantities have been reconciled, have the revised plan signed and dated by the qualified professional preparing the plan.

3. ~~Prior to recordation of a woodland conservation easement and signature approval of the Type 2 tree conservation plan, the~~ The existing 1565-foot-wide reservation area for trail easement and floodplain buffer across the property shall be extinguished with the recordation of the Final Plat and the revised floodplain buffer approved by DPIE shall be depicted.



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 4300 Forbes Boulevard, Suite 230
 Lanham, MD 20706
 P: 301.794.2600 F: 301.794.7695 www.soltesz.com

| NO. | DATE | DESCRIPTION | BY | CHKD. |
|-----|------|-------------|----|-------|
| | | | | |
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| | | | | |
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MISS UTILITY NOTE
 THE EXISTING UTILITIES SHOWN ON THIS PLAN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY. THE LOCATION AND DEPTH OF UTILITIES IS NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION. ANY UNIDENTIFIED UTILITIES SHALL BE STOPPED AND REPORTED TO THE LOCAL UTILITY COMPANIES.

OWNER/DEVELOPER/APPLICANT
 SOLTESZ, LLC
 4300 FORBES BOULEVARD, SUITE 230
 LANHAM, MD 20706
 P: 301.794.2600 F: 301.794.7695

| NO. | DATE | DESCRIPTION | BY | CHKD. |
|-----|------|-------------|----|-------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |

DRY UTILITIES EXHIBIT AND PHASING

BRANDYWINE CROSSING

PARCELS 4, 5 AND 6

BRANDYWINE CROSSING PHASING EXHIBIT PARCELS 4, 5 AND 6

DATE: 11/11/2024
 TIME: 10:00 AM