



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

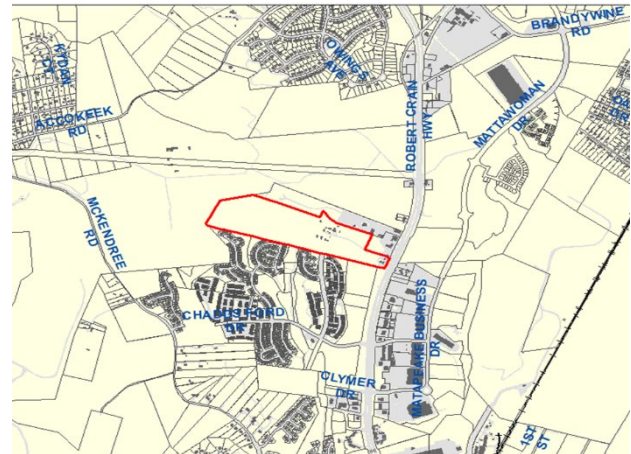
Conceptual Site Plan

Calm Retreat

CSP-18003

REQUEST	STAFF RECOMMENDATION
A mixed-use development of 10,000–20,000 square feet of commercial/retail space and 650–850 single-family attached, and two-family attached dwelling units.	APPROVAL with Conditions

Location: On the west side of US 301 (Robert Crain Highway), approximately 2,060 feet south of its intersection with MD 373 (Accokeek Road).	
Gross Acreage:	72.10
Zone:	M-X-T
Dwelling Units:	850
Gross Floor Area:	20,000 sq. ft.
Planning Area:	85A
Council District:	09
Election District:	11
Municipality:	N/A
200-Scale Base Map:	219SE07
Applicant/Address: Calm Retreat, LLC 111 Marine Terrace Silver Spring, MD 20905	
Staff Reviewers: Adam Bossi/Henry Zhang Phone Number: 301-780-8116 Email: Adam.Bossi@ppd.mncppc.org	



Planning Board Date:	11/14/19
Planning Board Action Limit:	11/28/19
Staff Report Date:	10/30/19
Date Accepted:	06/19/19
Informational Mailing:	05/11/18
Acceptance Mailing:	05/10/19
Sign Posting Deadline:	09/25/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-18003
Type 1 Tree Conservation Plan TCP1-007-2019
Calm Retreat

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

EVALUATION CRITERIA

This conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and the site design guidelines;
- b. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- c. The requirements of other site-related regulations; and
- d. Referral comments.

FINDINGS

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

1. **Request:** The subject application proposes a conceptual site plan (CSP) for development of 550-650 one-family, attached (townhouse) dwelling units; 100-200 two-family, attached dwelling units; and 10,000-20,000 square feet of commercial/retail uses.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Residential & Commercial
Acreage	72.10	72.10
Total Gross Floor Area (GFA) (sq. ft.)	19,804	1,530,000–1,980,000
Of which Commercial GFA	19,804	10,000–20,000
Residential GFA	0	1,520,000–1,960,000
Total Dwelling Units	0	850
Of which One-Family Attached	0	650
Two-family Attached	0	200

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.49–0.63 FAR

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

- 3. Location:** The subject property is located at 15111 and 15207 US 301 (Robert Crain Highway), approximately 1,900 feet north of its intersection with Chadds Ford Drive, in Planning Area 85A, Council District 9.
- 4. Surrounding Uses:** The subject site is located on the western side of US 301, within the Brandywine Community Center Edge Area, as defined in the *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, presently occupied by a commercial trailer vendor; to the east is the right-of-way of US 301 and a single lot in the Commercial Miscellaneous Zone, presently occupied by a car dealership; to the south is the Brandywine Village/Chaddsford Development, which includes single-family, detached residential development in the Residential Medium Development Zone, single-family, attached townhouse residential development in the Local Activity Center (L-A-C) Zone, and planned commercial development in the L-A-C Zone, adjacent to US 301; and to the west is vacant property in the Rural Residential (R-R) Zone that is subject to Special Exception SE-4647, which allows for surface mining of sand and gravel.



Bird's-eye view of the subject property

5. **Previous Approvals:** The subject property was rezoned through a minor amendment to the Subregion 5 Master Plan and SMA. Minor Amendment Six of Council Resolution CR-13-2018 was approved on March 6, 2018 and rezoned the property from the R-R Zone to the M-X-T Zone.
6. **Design Features:** The subject site is in an irregularly shaped rectangle, extending lengthwise perpendicular to US 301. The width of the property is variable, ranging from approximately 1,000 feet in the western portion of the site, to less than 350 feet adjacent to US 301 in the eastern portion.

A master plan arterial roadway, A-55, extends in a westerly direction from US 301, through the subject site and adjacent properties, prior to connecting with Accokeek Road to the west. Two existing roadways to the south, Lord Howe Way and General Lafayette Boulevard (MC-502), are to be extended from the Brandywine Village/Chaddsford development northward, to connect to A-55 within the subject site. An additional proposed north-south roadway in the eastern portion of the site will connect A-55 to the planned commercial development on the adjacent Brandywine Village/Chaddsford development.

This CSP proposes mixed-use development to include commercial and residential uses in separate pods. Commercial development, with a maximum gross floor area of 20,000 square feet, is proposed within an envelope of approximately 1.4 acres in the easternmost portion of the site, south of A-55. This area is bounded to the east by US 301, A-55 to the north, a stream corridor to the west, and planned commercial development in the Brandywine Village/Chaddsford development to the south.

Residential development is proposed in three pods throughout the rest of the site. Pods 1 (41.21 acres) and 2 (5.02 acres) are south of the proposed A-55, and Pod 3 (3.64 acres), the smallest, is located on the north side. A maximum of 850 dwelling units are proposed, to include up to 650 single-family attached (townhouse) units, and up to 200 two-family attached (two over two) units. The residential development pods are each to include a mix of both housing types and associated improvements including streets, sidewalks, recreational amenities, and landscaped areas. Pod 1 is proposed to cover most of the site from the western property boundary to General Lafayette Boulevard. Pod 2 is proposed to cover the eastern section of the site, between General Lafayette Boulevard to the west and a

stream corridor to the east. Pod 3 is bounded by a future extension of General Lafayette Boulevard to the west, A-55 to the south, a stream corridor to the east, and the adjacent M-X-T-zoned property to the north.

Various green open spaces have been proposed throughout the subject site. Specific sizes and locations, along with recreational facilities, will be decided at the time of preliminary plan of subdivision (PPS) and detailed site plan (DSP). All recreational areas should be evenly distributed throughout the entire subdivision and be within walking distance of no more than 300 feet from each residence.



Proposed conceptual site plan

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs uses in all mixed-use zones, as follows:

- (1) The proposed one-family attached residential, two-family attached residential, and commercial/retail uses are permitted in the M-X-T Zone. Per Footnote 7 of the Table of Uses, the maximum number and type of dwelling units should be determined at the time of CSP approval. Therefore, development of this property would be limited to the numbers, as proposed in this CSP, that cannot exceed 850 dwelling units.

(2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

This CSP proposes two types of uses, as required, including residential and commercial uses. These proposed uses satisfy the mixed-use requirement of Section 27-547(d).

b. The CSP is consistent with Section 27-548, Regulations, of the Zoning Ordinance. The following discussion is offered:

(1) In accordance with Section 27-548(a), Maximum floor area ratio (FAR): (1) Without the use of the optional method of development — 0.40 FAR; and (2) With the use of the optional method of development — 8.00 FAR.

A floor area ratio (FAR) range of 0.49–0.63 is proposed in this CSP. This is more than the maximum base density of 0.40 FAR, but below the maximum of 1.40, in accordance with Section 27-545(b)(4), Optional Method of Development, which allows an additional FAR of 1.0 be permitted where 20 or more dwelling units are proposed.

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

Commercial use is proposed in the eastern portion of the site, south of A-55, adjacent to US 301. Residential development is proposed throughout the remainder of the site. This separation of uses is allowable and appropriate for the site, given the presence of master plan roadway A-55.

(3) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy

the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land use.

Conformance with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) will be determined at the time of DSP review when detailed landscaping information is available.

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

Development of master plan roadway A-55 and other public streets proposed by the CSP will provide lot frontage and direct vehicular access to public streets that will meet this requirement. At the time of PPS, appropriate frontage and vehicular access for all lots and parcels must be demonstrated, pursuant to Subtitle 24.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Prince George's County Planning Board to approve a CSP in the M-X-T Zone, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone. For example, one purpose of the M-X-T Zone is to promote orderly development of land in the vicinity of major intersections to enhance the economic status of Prince George's County. The proposed development, consisting of residential and commercial uses, will provide increased economic activity proximate to the intersection of US 301 and master plan roadway A-55, which will be improved by this application. It also allows for reduction of the number and distance of automobile trips by constructing residential and nonresidential uses near each other. This CSP promotes the purposes of the M-X-T Zone and contributes to the orderly implementation of the Subregion 5 Master Plan and SMA.

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

Approval of CR-13-2018 on March 6, 2018 changed the zoning of the subject property from R-R to M-X-T. The subject property is located within the edge area of the Brandywine Community Center core, as identified on pages 45 through 51 of the Subregion 5 Master Plan and SMA. The Brandywine Community Center core is located east of the property, on the eastern side of

US 301. The master plan notes that community center edges to the west of US 301, which include the subject site, should contain a mix of residential and commercial land uses. Commercial uses may be clustered in pods, rather than mixed among residential uses, and residential densities are desired in the range of 4 to 20 dwelling units per acre. Development of the A-55 roadway is significant to the creation of an improved transportation network within the Brandywine Community Center core and edge area.

The mixed-use development proposed by this CSP is in general conformance with the guidelines and intent of the master plan.

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

The proposed development will be outwardly oriented. Residential and commercial buildings are to face major roadways and streets internal to the site. How buildings relate to the street and other urban design considerations must be addressed at the time of DSP to ensure continued conformance with this finding.

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

The proposed development is compatible with the existing and proposed development in the vicinity.

The subject site is located within the edge area of the Brandywine Community Center, as described in the Subregion 5 Master Plan and SMA. Development goals for this area promote the establishment of mixed-uses and expanding existing concentrations of population and employment. The proposed mix of residential and commercial uses and the A-55 roadway are compatible with existing and proposed development in the vicinity, and desired by the Subregion 5 Master Plan and SMA. Abutting the site to the south is the Brandywine Village/Chaddsford development, which includes a mix of existing residential dwellings and proposed commercial development. The commercial and residential uses proposed in this CSP should provide buffering, building massing, and architecture that respond to the adjacent uses. Such considerations will be reviewed at the time of PPS and DSP.

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

The mix of uses, arrangement of buildings, and other improvements and amenities produce a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed development concept includes a mix of residential and commercial uses,

associated infrastructure, and development of the first segment of a new arterial roadway.

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

A phasing plan was not presented with this CSP, but the applicant has indicated that phases for the residential development will be separate from that of the commercial development phase. A condition has been included in the Recommendation section of this report requiring that a plan for staging of development be provided.

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

This requirement will be evaluated in detail at the time of PPS and DSP. The illustrative plan submitted with the CSP shows sidewalks adjacent to roadways and through open spaces.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

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

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

The applicant submitted a traffic impact study (TIS) with a revised date of April 2019. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the 2012 "Transportation

Review Guidelines, Part 1” (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 and Matapeake Business Drive	B/1095	E/1541
MD 5 and Chadds Ford Drive	C/1161	D/1423
Chadds Ford Drive and General Lafayette Boulevard	11.3 seconds	10.6 seconds
MD 5 and A-55	N/A	N/A
General Lafayette Boulevard and A-55	N/A	N/A
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The TIS identified 18 background developments whose impact would affect some or all of the study intersections. In addition, a growth of 2 percent over six years was also applied to the traffic volumes along MD 5 (Branch Avenue). 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 and Matapeake Business Drive	E/1561	F/2260
MD 5 and Chadds Ford Drive	F/1627	F/2074
Chadds Ford Drive and General Lafayette Boulevard	15.5 seconds	18.2 seconds
MD 5 and A-55	N/A	N/A
General Lafayette Boulevard and A-55	N/A	N/A
*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the Guidelines, as well as the Trip Generation Manual, 9th Edition (Institute of Transportation Engineers), the study has indicated that the subject application represents the following trip generation:

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Townhouse (Guidelines)	Up to 750 Units	105	420	525	390	210	600
Shopping Center (ITE-820)	20,000 Square feet	100	62	162	79	89	165
<i>Less 50% Pass-by</i>		-50	-31	-81	-40	-43	-83
Total new trips		155	451	606	429	253	682

The table above indicates that the proposed development will be adding 606 (155 in; 451 out) AM peak-hour trips and 682 (429 in; 253 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 and Matapeake Business Drive	E/1565	F/2270
MD 5 and Chadds Ford Drive	F/1604	F/2068
Chadds Ford Drive and General Lafayette Boulevard	14.2 seconds	18.8 seconds
MD 5 and A-55	F/1893	F/2106
General Lafayette Boulevard and A-55	16.6 seconds	17.0 seconds
<small>*Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.</small>		

Based on the results shown above, the traffic study concludes the following:

- It is recommended that a new signal be installed at US 301 and A-55, as discussed herein. The traffic signal warrant analysis confirms that the intersection would satisfy the Manual of Uniform Traffic Control Device signal warrants.
- Intersections along MD 5 and US 301 corridors exceed the adequacy thresholds, as specified by the Guidelines, due to the heavy regional traffic volumes along this corridor. The property is located within the geographic boundaries of the Brandywine Road Club. It is recommended that a requirement to contribute to the Brandywine Road Club be placed as a condition of approval.
- The intersections along Chadds Ford Drive and General Lafayette Boulevard meet the three-tiered requirement for unsignalized intersections, as specified by the Guidelines, with minor street delays less than 50 seconds.

In lieu of providing the improvements above, the TIS recommends that the applicant participate in the Brandywine Road Club (CR-9-2017), as a means of satisfying the Adequate Public Facilities Requirements of Section 24-124 of the Subdivision Regulations.

Having reviewed the TIS, staff concurs with its findings and conclusions. A trip cap consistent with the development proposed at that time will be recommended with the PPS. The subject property is located within Planning Area 85A and is affected by the Brandywine Road Club. Specifically, CR-9-2017 notes the following:

- (a) 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.
- (b) Establishes a list of projects for which funding from the Brandywine Road Club can be applied.
- (c) Establishes standard fees by development type associated with the Brandywine Road Club to be assessed on approved development.

This resolution works in concert with Prince George's County Council Bill 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:

- (a) 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.
- (b) 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 Council Resolution CR-60-1993, adopted on September 14, 1993, and was developed and in use before that date.

Pursuant to CR-9-2017, the Brandywine Road Club fee for the subject application will be \$1,338 per dwelling unit, to be indexed by the appropriate cost indices to be determined by the Prince George's County Department of Permitting, Inspections and Enforcement (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).

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be**

adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

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

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

The subject property measures 72.1 acres and does not meet the above acreage requirement. Furthermore, this CSP does not propose development of a mixed-use planned community. Therefore, this requirement is not applicable.

- d. The CSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance. The proposed development concept provides a mix of new housing types designed to front on roadways and shared green space. A connected circulation system for vehicles and pedestrians is proposed. In addition, the CSP notes that architecture for residential and commercial buildings will provide a variety of architectural elements to convey the individuality of units, while providing for a cohesive design. Detailed designs of all buildings, site infrastructure, features, and amenities will be further reviewed at the time of DSP.

In addition, the CSP includes development standards, which should be removed from the plan, as these are reviewed and approved at the time of DSP and are not part of a CSP. A condition has been included in the Recommendation section of this report requiring this chart to be removed.

- e. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). At the time of DSP review, demonstration of adequacy of proposed parking, including visitor parking and loading configurations, will be required for development.

8. 2010 Prince George's County Woodland and Wildlife Habitat Conservation

Ordinance: The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of existing woodland. As required by Section 25-119(a)(2)(B), a Type 1 Tree Conservation Plan (TCP1-007-2019) was included with the CSP application.

Based on the TCP1 submitted with this application, the site's gross tract area is 72.10 acres, contains 34.00 acres of woodland in the net tract, and has a woodland conservation threshold of 10.82 acres (15 percent). No floodplain is located on-site. The woodland conservation worksheet proposes removal of 32.79 acres in the net tract area, for a woodland conservation requirement of 26.22 acres. According to the TCP1 worksheet, the requirement is proposed to be met with 1.21 acres of woodland preservation on-site, 2.03 acres of reforestation on-site, and 22.98 acres of off-site woodland conservation credits. The forest stand delineation has identified 20 specimen trees on-site. This application proposes removal of 11 specimen trees.

Based on the level of design information currently available, the limits of disturbance shown on the TCP1, and the impact exhibits, a determination for the removal of 11 specimen trees cannot be made at this time. The removal of specimen trees may be necessary to grade the site for public road infrastructure improvements and utility extensions; however, the limit of disturbance may change with the PPS.

Currently, the TCP1 illustrates general infrastructure, reforestation areas, specimen trees, proposed clearing, and the required notes, woodland conservation worksheet, and tables. The proposed development is in general conformance with the WCO.

9. **Other site-related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:
 - a. **2010 Prince George's County Landscape Manual**—This development in the M-X-T Zone will be subject to the requirements of the Landscape Manual at the time of DSP. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets.
 - b. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area covered by tree canopy. The subject site is 72.1 acres in size and the required TCC is 7.20 acres. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of DSP.
10. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation**—In a memorandum dated September 9, 2019 (Stabler to Bossi), the Historic Preservation Section provided the following summarized comments on the subject application, adopted herein by reference:

The subject application contains a documented property, the William T. Robinson House (85A-021), constructed circa 1850 with multiple structures. The CSP indicates that none of the structures are proposed to be retained. A Phase I (Identification) investigation is recommended to identify archeological sites that may be significant to the understanding of the history of human settlement in Prince George's County.

Conclusions

- (1) Prior to acceptance of the PPS, Phase I archeological investigations, according to the *Guidelines for Archeological Review*, are recommended on the above-referenced property. Areas within the developing property that have not been extensively disturbed should be surveyed for archeological sites. The applicant shall submit a Phase I Research Plan prior to commencing Phase I work. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is requested prior to approval of the PPS.
- (2) If determined that potentially significant archeological resources exist, prior to Planning Board approval of a PPS, ground disturbance, or approval of any grading permits, the applicant shall provide a plan for:
 - (a) Evaluating the resource at the Phase II level, or
 - (b) Avoiding and preserving the resource in place.
- (3) If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing findings and ensure curation of artifacts at the Maryland Archaeological Conservation Lab prior to any ground disturbance or approval of any grading permits.
- (4) Depending upon the significance of findings (at Phase I, II, or III), the applicant shall provide interpretive signage. The location and wording should be subject to approval by the staff archeologist prior to issuance of any building permits.

The Historic Preservation Section recommends approval of CSP-18003 with four conditions that will be addressed at the time of future reviews and approvals.

- b. **Community Planning**—In a memorandum dated July 17, 2019 (Greene to Zhang and Bossi), the Community Planning Section provided the following summarized comments on the subject application, adopted herein by reference:

Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance, master plan conformance is not required for this application. Conformance to the approved sector plan may be required at the time of PPS.

- c. **Transportation Planning**—In a memorandum dated October 16, 2019 (Burton to Bossi), the Transportation Planning Section provided the following summarized comments on the subject application, adopted herein by reference:

The application analyzed is a CSP of a mixed-use residential and commercial development consisting of apartments, townhouses, and commercial. Based on trip rates from the Guidelines as well as the *Trip Generation Manual, 9th edition* (Institute of Transportation Engineers), this development will be adding 606 (155 in; 451 out) AM peak-hour trips and 682 (429 in; 253 out) PM peak-hour trips.

As referenced in the applicant's April 2019 traffic study, the proposed development will impact several existing and future intersections deemed critical to the development. Some of these intersections will not operate adequately as defined in the Guidelines. However, pursuant to the provisions of CR-7- 2017, this development is eligible to be a part of the Brandywine Road Club, where the applicant can provide monetary contribution in lieu of off-site road improvements. This contribution will be determined at the time of the preliminary plan phase of this development.

The property is in an area where the development policies are governed by the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, and the 2009 *Approved Countywide Master Plan of Transportation*. One of the recommendations from the master plans was the construction of a new arterial road A-55, whose alignment runs in the vicinity of the subject property. Given the location of A-55 as depicted on the approved master plan, staff concludes that the alignment as shown on the CSP is in substantial conformance with the approved master plan alignment. The site plan shows a connection between the stub end of General Lafayette Boulevard and the proposed A-55. Staff finds this connection to be acceptable.

All other aspects of the site regarding access and layout are deemed to be acceptable. The Transportation Planning Section concludes that, pursuant to Section 27-546, the plan conforms to the required findings for approval of a CSP from the standpoint of transportation.

- d. **Subdivision Review**—In a memorandum dated September 12, 2019 (Turnquest to Bossi and Zhang), the Subdivision Review Section provided the following summarized comments on the subject application, adopted herein by reference:

A noise study may be required at the time of acceptance of the PPS to ensure adequate mitigation from the traffic nuisances along the property frontage of master plan right-of-way A-55 for any residential lots and the associated outdoor activity areas. Prior to acceptance, the PPS must reflect the 65 dBA Ldn unmitigated noise contours based on total future traffic along A-55, to assist in the determination of the extent of the noise analysis required.

Circulation through the site, appropriate vehicular connectivity to the abutting property to the south, established through PPS 4-12007 (PGCPB Resolution No. 13-59), and the spatial relationship of the uses to each other and the abutting properties will be further reviewed at the time of PPS.

A 10-foot-wide public utility easement will need to be provided on both sides of any proposed public roads and on either side of a proposed private road at the time of PPS.

The site is currently in Water and Sewer Category 5, and a PPS cannot be accepted without first obtaining Water and Sewer Category 4 designation.

The Subdivision Section recommends one condition of approval that has been included in the Recommendation section of this report.

- e. **Trails**—In a memorandum dated September 6, 2019 (Shaffer to Burke), the trails planner provided the following summarized comments on the subject application, adopted herein by reference:

Because the site is located partially within the designated Branch Avenue Corridor, it will be subject to Section 24-124.01 (the Adequate Public Pedestrian and Bikeway Facilities) and “The Transportation Review Guidelines, Part 2” at the time of PPS.

Two master plan trails impact the subject site, with a shared-use path recommended along both General Lafayette Boulevard extended and A-55. The adjacent Chaddsford development has the master plan trail constructed along the east side of the road. The trail along A-55 will be completed concurrently with road construction.

The Chaddsford development includes an M-NCPPC trail on Parcel G that ends at the subject site’s southern boundary, as shown on Specific Design Plan SDP-0611. The extension of this trail into the proposed development should be coordinated with the Prince George’s County Department of Parks and Recreation at the time of PPS and DSP.

The trails planner recommends approval of CSP-18003 with one condition that has been included in the Recommendation section of this report.

- f. **Environmental Planning**—In a memorandum dated September 11, 2019 (Schneider to Zhang), the Environmental Planning Section provided the following summarized comments on the subject application, adopted herein by reference:

Natural Resources Inventory Plan/Existing Features

A Natural Resources Inventory, NRI-111-2018, was approved on October 19, 2018, and provided with this application. The site contains wetlands, streams, and their associated buffers, which comprise the primary management area (PMA). Ephemeral streams are also located on-site but are not considered regulated environmental features. No floodplain is located on-site. There are specimen trees scattered throughout the property. The TCP1 and CSP show all the required information correctly, in conformance with the NRI.

Specimen Trees

Section 25-122(b)(1)(G) requires that, “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in

its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

The site contains 20 specimen trees with the ratings of good (ST-2, 3, 4, 6, 9, 11, 12, 13, 15, 16, 17, 18, and 19), fair (ST-1, 5, 8, 10, 14, and 20), and poor (ST-7). The current design proposes to remove 11 specimen trees throughout the project area.

A full evaluation regarding specimen tree removal should be provided later in the development review process when detailed information is available regarding limits of disturbance.

Preservation of Regulated Environmental Features

The site contains regulated environmental features. According to the TCP1, impacts to the PMA are proposed for a road crossing, utility extensions, and for stormwater management (SWM) outfalls. A statement of justification has been received for the proposed impacts to the PMA and stream buffer. As part of this application, staff performed a site visit to evaluate the existing features of the site. During the Subdivision and Development Review Committee meeting on July 12, 2019, it was determined that possible changes were to occur to the layout, and impacts could not be approved at this time. Impacts to the regulated environmental features will be reviewed for approval during the review of the PPS when more detailed information is available.

Stormwater Management

An SWM Concept Plan (45683-2018-00) and approval letter was submitted with the subject application. Proposed SWM features include grass swales, submerged gravel wetlands, and micro-bioretenion facilities. Comment 8 of the approval letter states, "This concept is for the CSP approval and thus shows approximate facility locations. Applicant to revise concept at preliminary plan or detailed site plan to address...master plan roadway and all environmentally sensitive design elements after CSP approval." The concept approval expires April 3, 2022. Submittal of an approved SWM concept plan and letter showing the master plan roadway and proposed buildings will be required with the PPS.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated September 9, 2019 (Zyla to Bossi), DPR provided the following summarized comments on the subject application, adopted herein by reference:

Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, the residential portion of this subject property will be subject to mandatory dedication of approximately 9 acres of parkland. The applicant proposes to meet this requirement by providing a mixture of both active and passive on-site private recreational facilities to serve the residents.

Due to the high need for both land and facilities in this park community, DPR has determined that both mandatory dedication of parkland and private on-site recreational facilities are appropriate for the residential portion of this development. The applicant provided conceptual information on the proposed private recreational facilities that will be constructed with the development and

available to the residents. At the time of PPS, the applicant should dedicate parkland and provide sufficient private on-site recreational facilities to serve the recreational needs of the residents within this proposed community. The final location and list of recreational amenities will be reviewed at the time of DSP.

DPR's suggested conditions, relative to the private recreational facilities, will be further reviewed and determined at the time of PPS and DSP.

- 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 offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 3, 2019 (Giles to Zhang and Bossi), adopted herein by reference, DPIE stated they have no objection to the approval of CSP-18003 and indicated that they find the alignment of A-55 as shown on the CSP within the defined master-planned roadway layout and the geometrics are consistent with an arterial roadway. The alignment may be modified within the site, subject to the County's approval.

SWM Concept Plan 45683-2018 was approved on April 3, 2019 for the proposed CSP that shows SWM facility locations. The remaining comments will be enforced through DPIE's separate permitting process.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- k. **Prince George's County Health Department**—In a memorandum dated September 12, 2019 (Adepoju to Bossi), adopted herein by reference, the Health Department, Environmental Engineering and Policy Program, provided comments on the subject application, which have been forwarded to the applicant. They recommend pedestrian access to the surrounding community, proximate green space, reduction of impervious surfaces, active recreational facilities, and management of noise, dust, and particulate pollution. These issues will be further examined as the development proceeds through the PPS and DSP processes when more site details are provided.
- l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on the subject application.

- 11. As required by Section 27-276(b)(1) of the Zoning Ordinance, if approved with the conditions below, the CSP 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.
- 12. As required by Section 27-276(b)(4), based on the level of design information provided with this CSP, including limits of disturbance shown on the TCP1, regulated environmental features on the subject property are proposed to be preserved or restored to the fullest

extent practicable. However, preservation and restoration of regulated environmental features will be further evaluated at the time of PPS and DSP.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-18003 and Type 1 Tree Conservation Plan TCP1-007-2019 for Calm Retreat, subject to the following condition:

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
 - a. Revise General Note 4 to provide the most current deed reference.
 - b. Revise General Note 7 to reference the Military Installation Overlay Zone and remove reference to the Interim Land Use Control Impact Area.
 - c. Show the alignment of the master plan trails along the subject site's portions of A-55 and General Lafayette Boulevard.
 - d. Provide a phasing plan for development.
 - e. Remove the Development Standards chart from the plan, as these are approved at the time of detailed site plan.

ITEM: 6

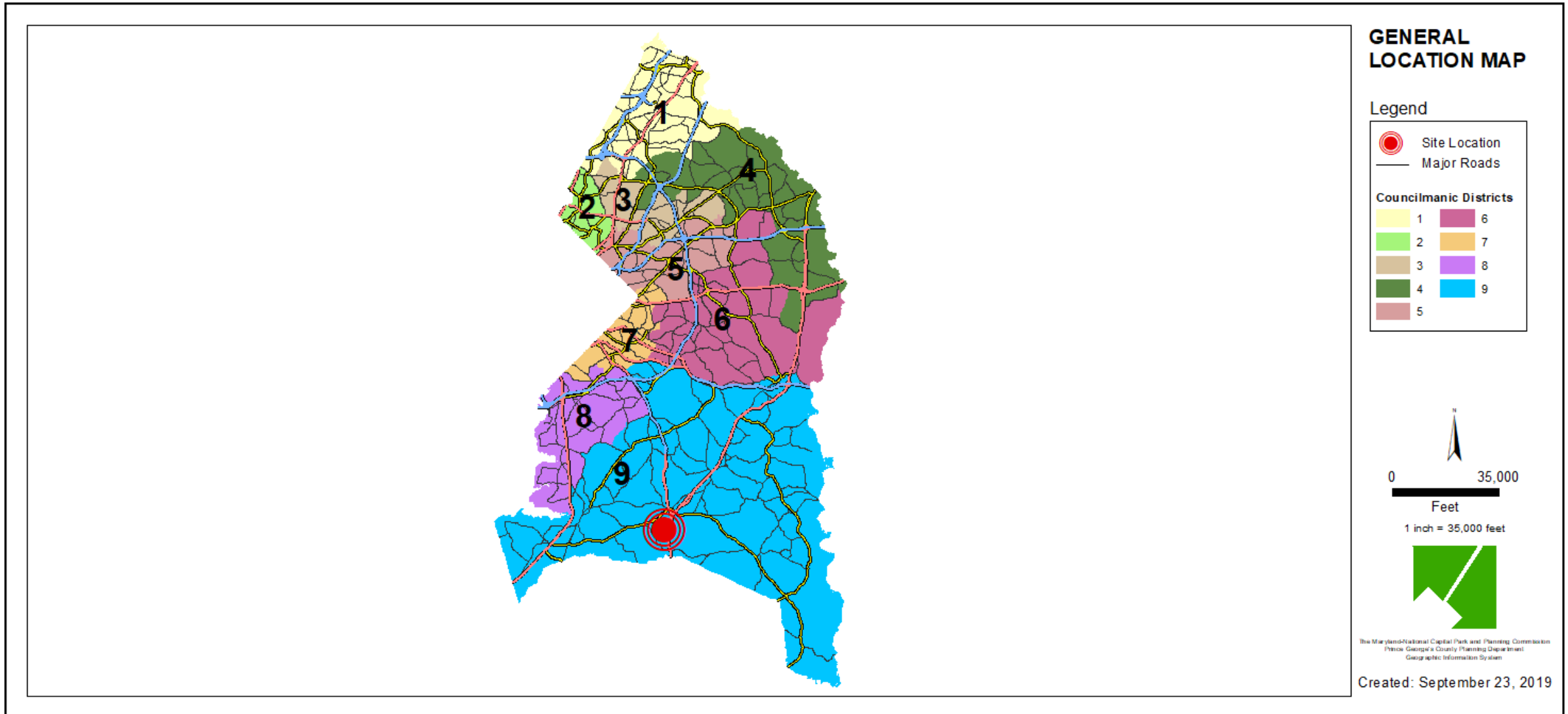
CASE: CSP-18003

CALM RETREAT

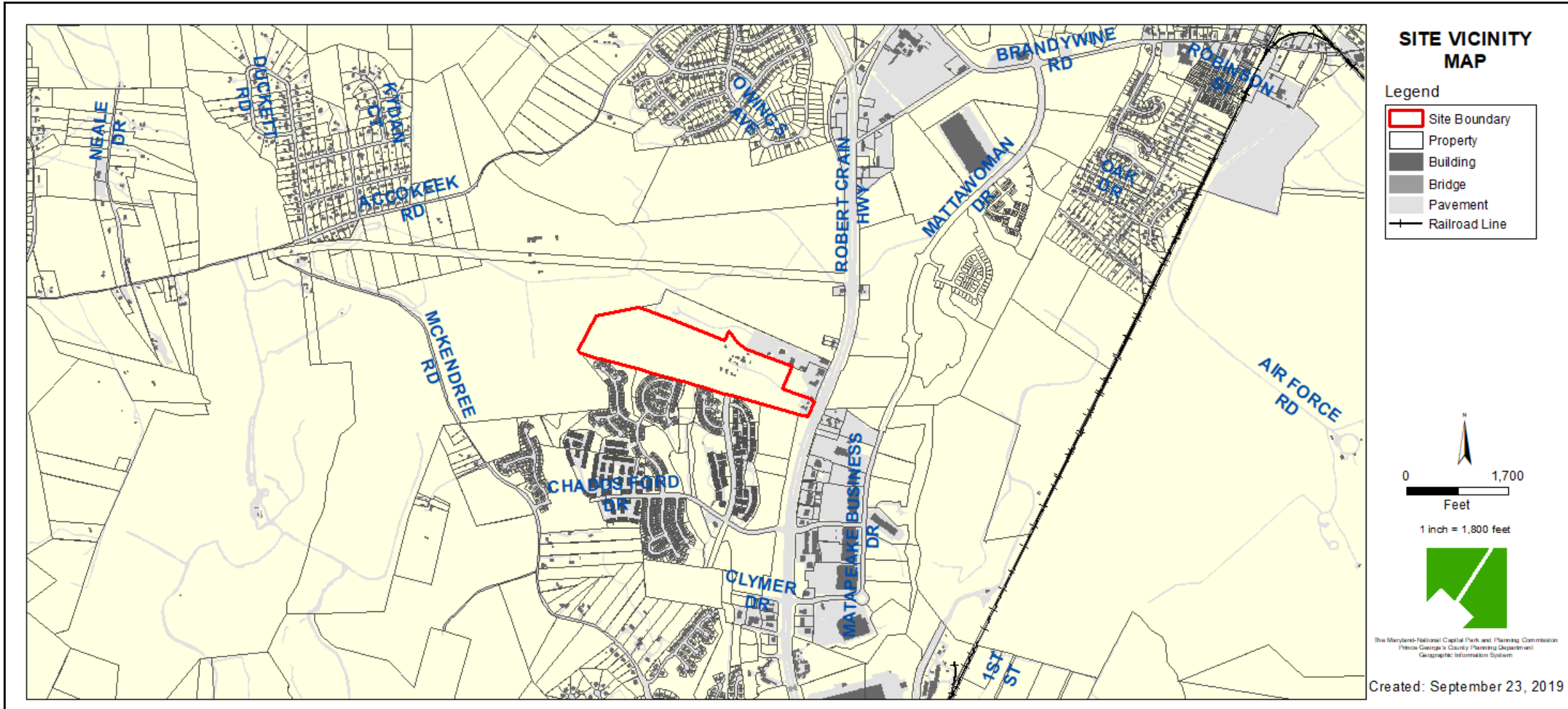
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



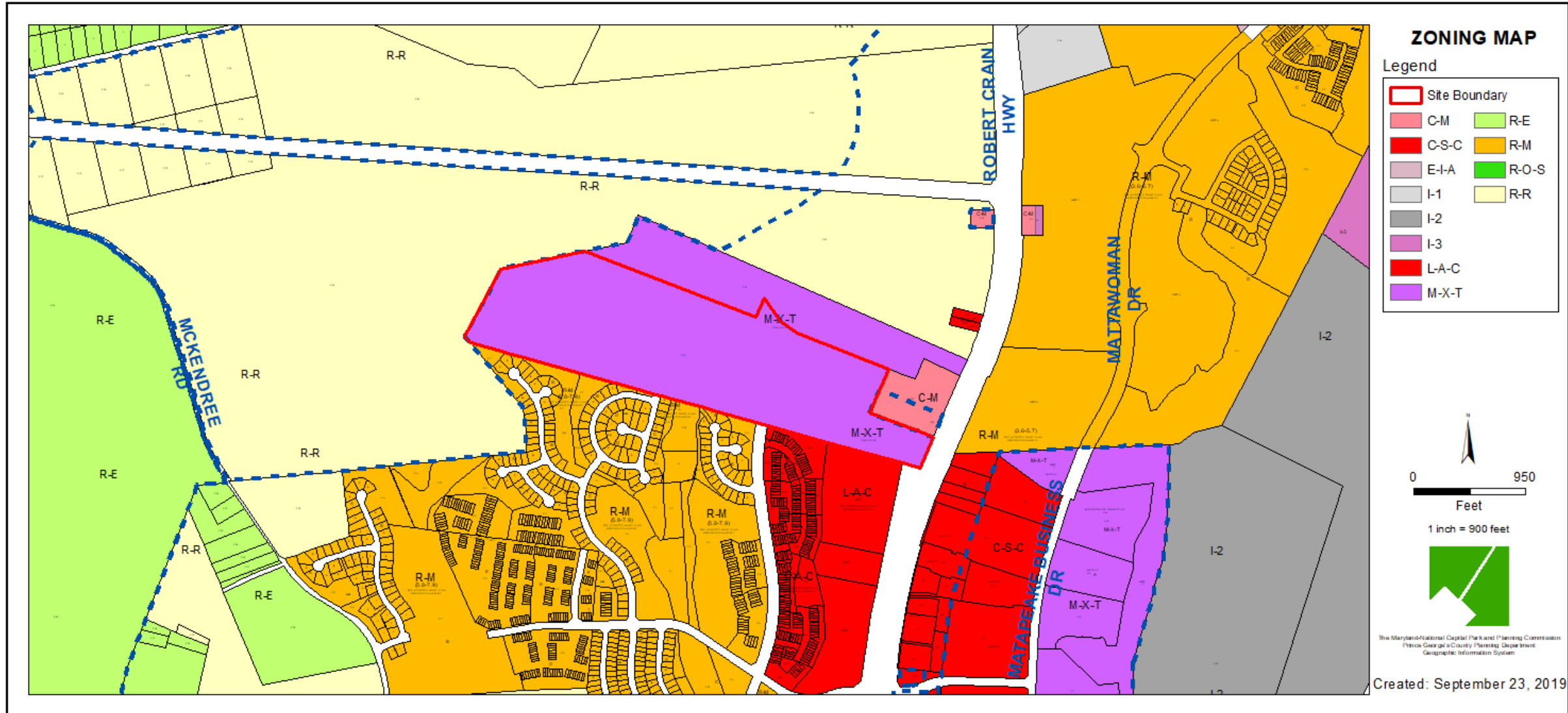
GENERAL LOCATION MAP



SITE VICINITY



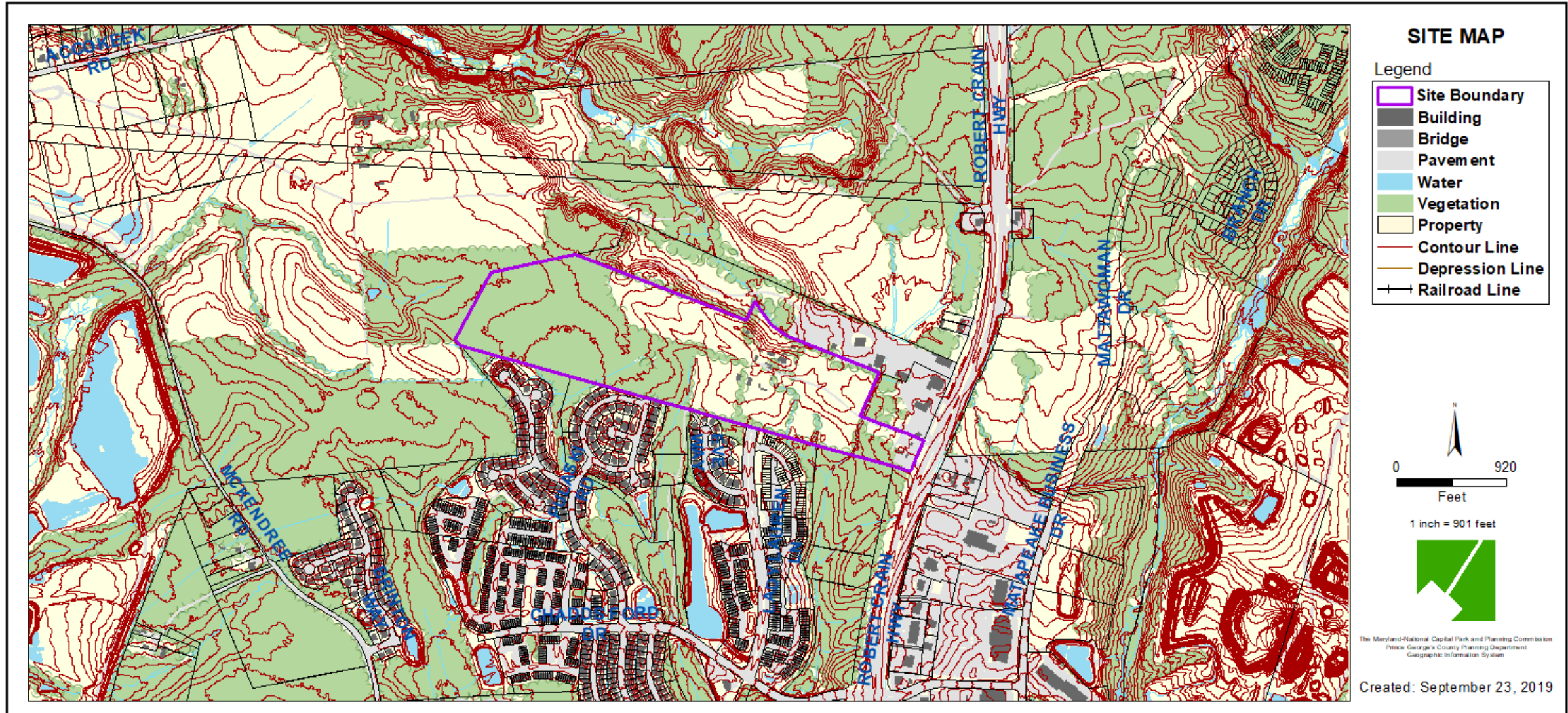
ZONING MAP



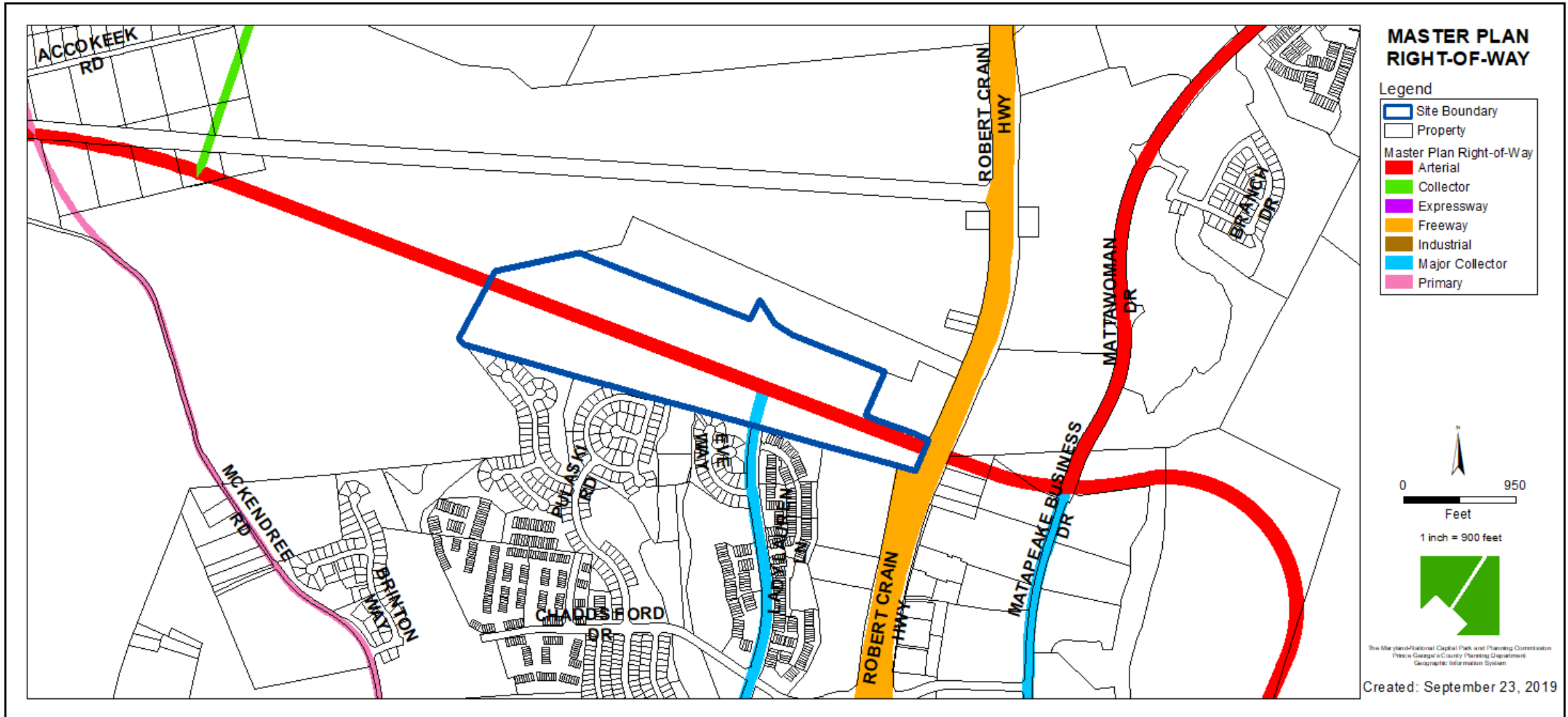
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

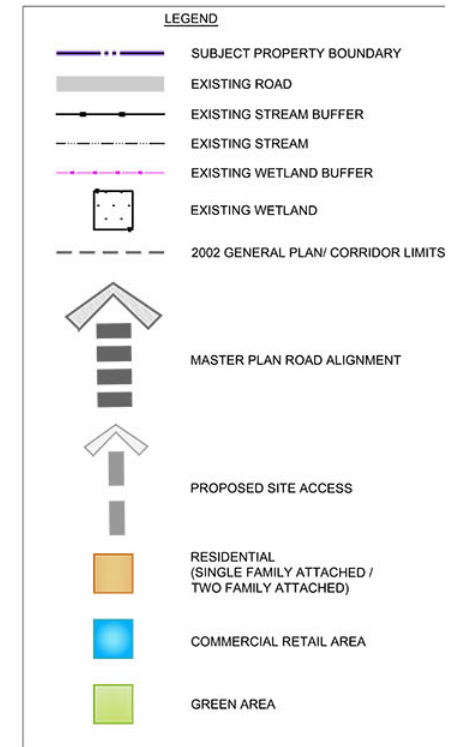
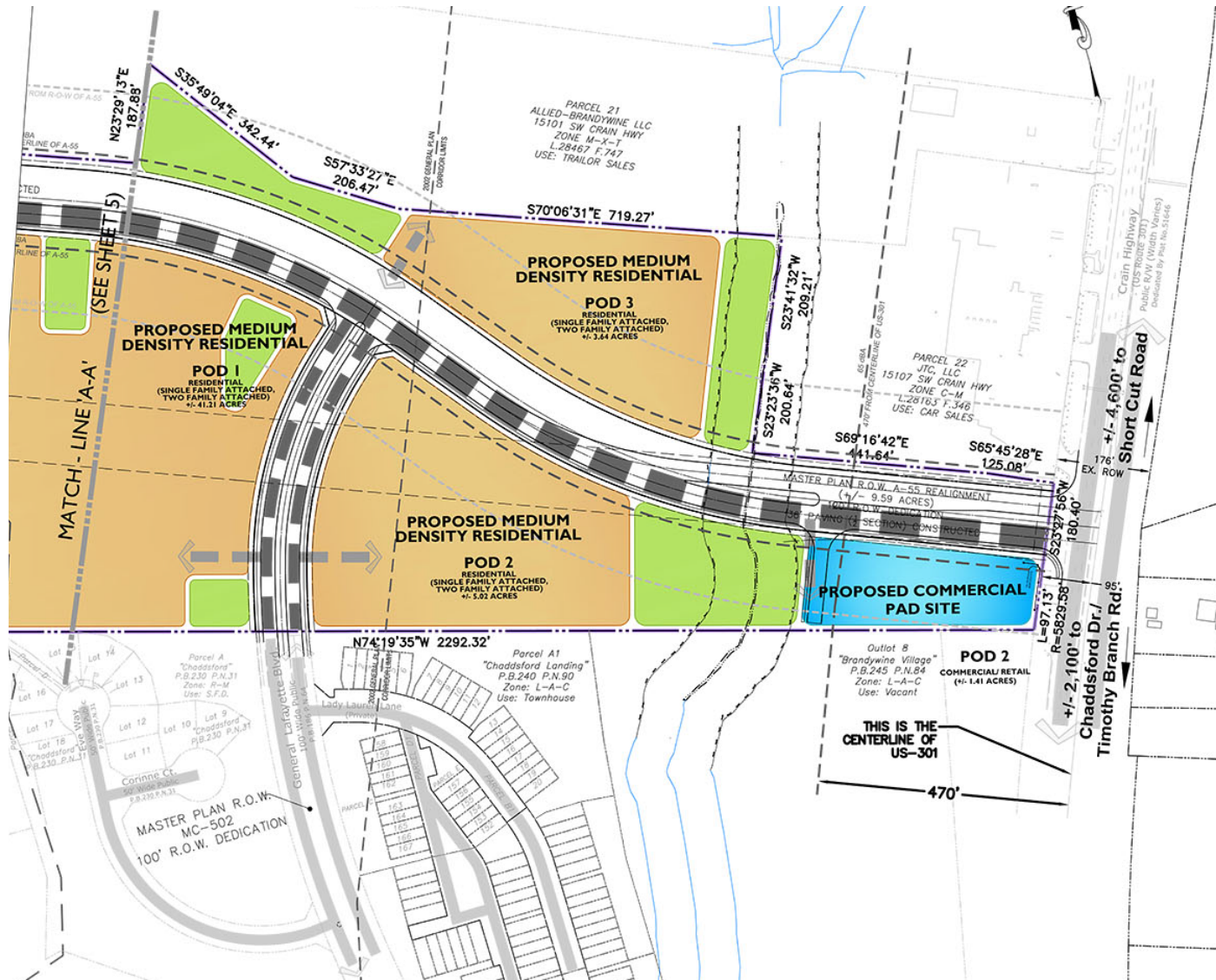


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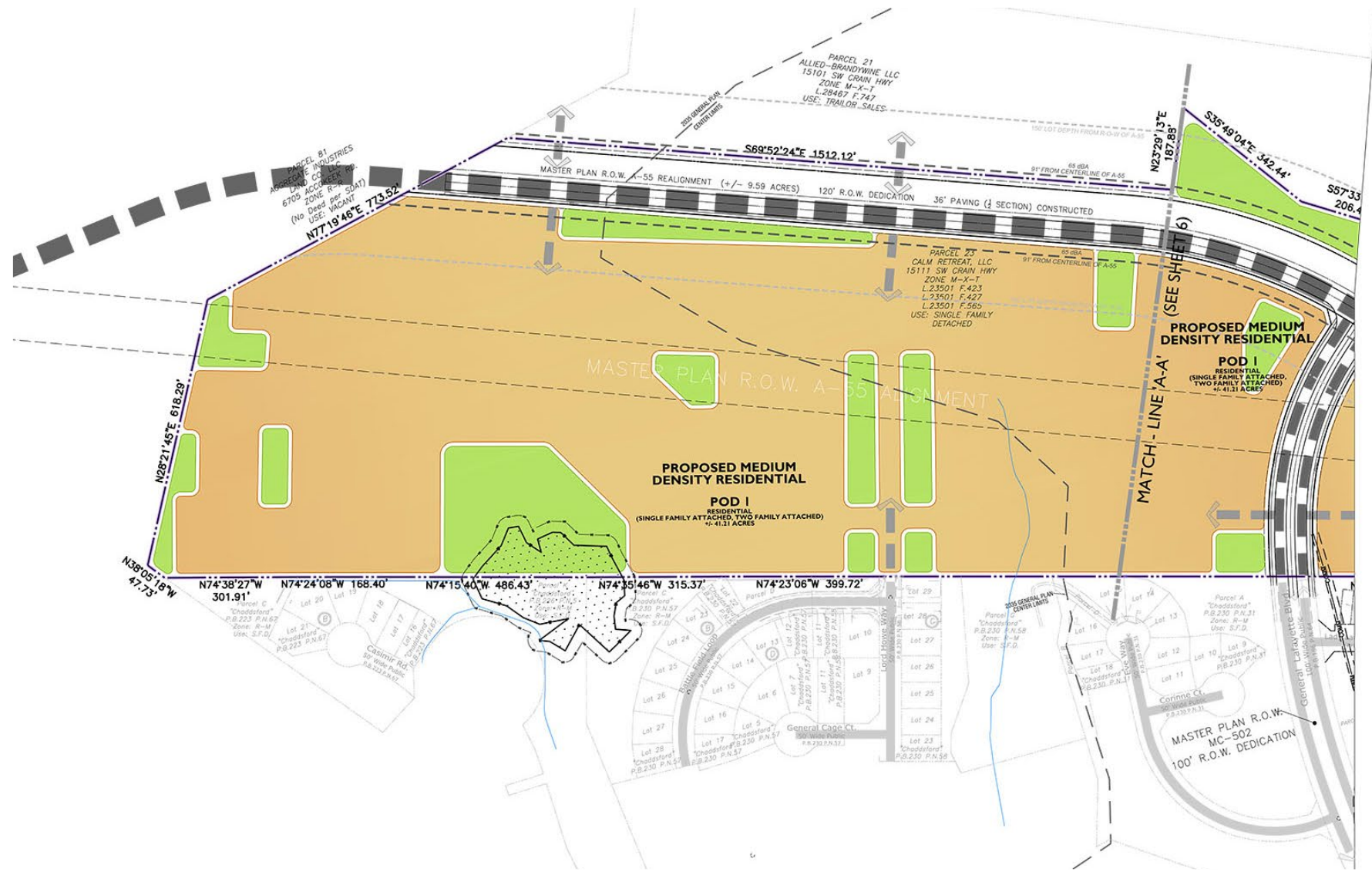
OVERALL CONCEPTUAL SITE PLAN



CONCEPTUAL SITE PLAN - EAST



CONCEPTUAL SITE PLAN - WEST

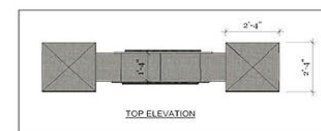
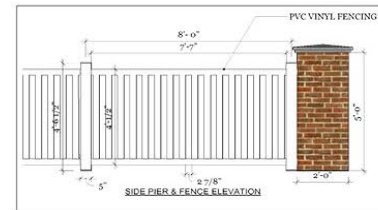
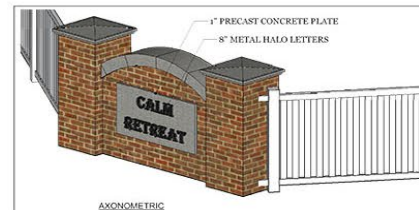
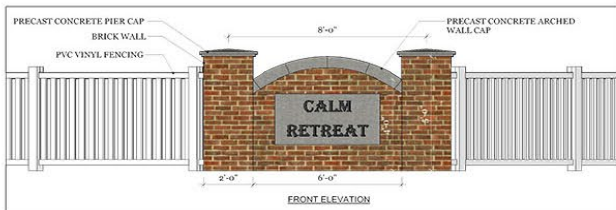


LEGEND

- SUBJECT PROPERTY BOUNDARY
- EXISTING ROAD
- EXISTING STREAM BUFFER
- EXISTING STREAM
- EXISTING WETLAND BUFFER
- EXISTING WETLAND
- 2002 GENERAL PLAN/ CORRIDOR LIMIT
- MASTER PLAN ROAD ALIGNMENT
- PROPOSED SITE ACCESS
- RESIDENTIAL (SINGLE FAMILY ATTACHED / TWO FAMILY ATTACHED)
- COMMERCIAL RETAIL AREA
- GREEN AREA



ILLUSTRATIVE PLAN



TYPE 1 TREE CONSERVATION PLAN



**STATEMENT OF JUSTIFICATION
CSP-18003**

Calm Retreat

APPLICANT: Calm Retreat LLC
111 Marine Terrace
Silver Spring, MD 20905

CARE OF: NAI The Michael Companies, Inc.
Attn: Kevin J. Kennedy
10100 Business Parkway
Lanham, Maryland 20607

ATTORNEY/AGENT: Matthew C. Tedesco, Esq.
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax

CIVIL ENGINEER: Rodgers Consulting
1101 Mercantile Lane, Suite 280
Largo, Maryland 20774
(301) 948-4700

REQUEST: Conceptual Site Plan (CSP-18003) to develop a mixed use development of residential and commercial uses in the M-X-T Zone.

I. DESCRIPTION OF PROPERTY

1. Location – Located on the west side of Crain Highway (US 301/MD 5), 1,900 feet north of its intersection with Chadds Ford Drive.
2. Use – Mixed use development consisting of approximately 550-650 townhouse and 100-200 two-family attached (2 over 2) dwelling units, and 10,000-20,000 square feet of commercial/retail space.
3. Incorporated Area – None.
4. Council District – 9.
5. Existing Lots and Parcels – Parcel 23.

6. Total Area – 72.10 acres.
7. Tax Map/Grid – 154/F-2.
8. Zoned: M-X-T.
9. Zoning Map – 219SE07.

II. APPLICANT’S PROPOSAL

The applicant is requesting the approval of a Conceptual Site Plan (CSP-18003) for the property located at 15207 and 15111 Crain Highway, Brandywine, MD 20613. The application proposes a mixed use development with residential and commercial uses.

CSP-18003 is proposed to be developed with approximately 550-650 townhouse and 100-200 two-family attached (2 over 2) dwelling units, and 10,000-20,000 square feet of commercial/retail space.

The proposed Development Summary for CSP-18003 is as follows:

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Residential & Commercial	Residential & Commercial/Retail
Acreage	72.10	72.10
Dwelling Units	0	550-650 townhouse 100-200 two-family attached (2 over 2)
Lots	0	600-650
Parcels	1	60-70
Square Footage/GFA	19,804	10,000-20,000
Floor Area Ratio		See Table Below

RESIDENTIAL: GROSS FLOOR AREA: 1,520,000 – 1,960,000 SF
 550-650 SINGLE-FAMILY ATTACHED TOWNHOMES
 100-200 TWO-FAMILY ATTACHED CONDOMINIUMS

COMMERCIAL: GROSS FLOOR AREA: 10,000 -20,000 SF

TOTAL GROSS FLOOR AREA 1,530,000 - 1,980,000 SF TOTAL
FLOOR AREA RATIO BASE DENSITY 0.48-0.63 FAR BASE DENSITY

The proposed Development Standards are as follows:

	SFA	Commercial
Minimum Lot Size	1,400 sf	N/A
Minimum width at front street R-O-W	N/A	N/A
Minimum frontage on cul-de-sacs	N/A	N/A
Maximum lot coverage	N/A	60%
Minimum front setback from right-of-way	10 feet	10 feet
Minimum side setback	None	5 feet
Minimum rear setback	None	20 feet
Minimum corner setback to side street R-O-W	None	N/A
Maximum residential building height	50 feet	60 feet
Maximum green area	None	N/A

The applicant requests that variations or modifications to the development standards be permitted on a case-by-case basis by the Planning Board at the time of detailed site plan, if circumstances warrant.

III. COMMUNITY

Calm Retreat consists of approximately 72.10 acres of land in the M-X-T Zone, and is located on the west side of Crain Highway (US 301/MD 5), approximately 1,900 feet north of its intersection with Chadds Ford Drive. To the north is a trailer storage rental business in the M-X-T Zone and to the northwest is an approved surface mine for sand and gravel in the R-R Zone. To the east of the subject property is a car dealership in the C-M Zone and Crain Highway, and beyond are various commercial retail uses in the C-S-C Zone. To the south of the property are existing single family detached dwelling units in the R-M Zone, and platted single family attached dwelling units that are under construction and vacant undeveloped land in the L-A-C Zone.

The subject property is located in the *2013 Approved Subregion 5 Master Plan and Sectional Map Amendment*. As explained below, Council Resolution CR-13-2018, Amendment 6, rezoned the subject property from R-R Zones to the M-X-T Zone. Further, CR-34-2018 advanced the water and sewer categories from 5 to 4.

IV. PREVIOUS APPROVALS

Overall, the property is not subject to prior Development Review Division approvals. On March 6, 2018, Council Resolution CR-13-2018 approved three (3) specified minor amendments (known as Minor Amendments Four, Five, and Six in CR-062-2017) to the 2013 Subregion 5 Master Plan and Sectional Map Amendment. The purpose for these minor amendments was to better align the current land use and development policies approved for the affected properties with the approved comprehensive plan vision applicable to said properties within the 2013 Approved Subregion 5 Master Plan, as well as the current General Development Plan for the County, Plan Prince George's 2035. The property included in CSP-18003 is located within Minor Amendment Six. Amendment Six rezoned the property to the M-X-T Zone.

V. CRITERIA FOR APPROVAL OF A CONCEPTUAL SITE PLAN & DESIGN GUIDELINES

The following Sections of the Prince George's County Zoning Ordinance are applicable to this application.

Sec. 27-276. Planning Board procedures.

(b) Required findings.

- (1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan 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. If it cannot make this finding, the Planning Board may disapprove the Plan.**

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application, the applicant contends that the CSP represents the 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 the intended uses, as subsequent entitlements consistent with the Zoning Ordinance and other County Code provisions will be requested.

- (2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.**

COMMENT: Not applicable. Calm Retreat is not a Mixed-Use Planned Community, as that term is defined in Section 27-107.01(a)(151.1) of the Zoning Ordinance.

- (3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.**

COMMENT: Not applicable. Calm Retreat is not a Regional Urban Community as that term is defined in Section 27-107.01(a)(197.1) of the Zoning Ordinance.

- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest**

extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).

COMMENT: The site has regulated environmental features that are subject to the regulations of Subtitle 25, and are subject to the Woodland Conservation Ordinance. An approved NRI and TCP1 are included in the CSP-18003 review package.

Sec. 27-546. Site plans.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

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

COMMENT: The District Council previously determined that CSP-18003 was in conformance with the requirements of Part 10, Division 2, of the Zoning Ordinance with the review and approval of Council Resolution CR-013-2018. Regardless, as a result of the rezoning to the M-X-T Zone, all future development will be required to obtain a detailed site plan, which will further ensure the development is in conformance with any applicable purposes of this Division.

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

COMMENT: On March 6, 2018, the District Council adopted CR-13-2018, which, among other things, placed the property in the M-X-T Zone (to wit: Amendment Six). This action occurred after October 1, 2006.

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

COMMENT: CSP-18003 proposes a mix of single-family attached residential and commercial development. The single-family attached development will consist of townhomes and 2 over 2 condominiums. The site will be accessed by a proposed public road with proposed traffic light at its intersection with Crain Highway. Internally, private roads will provide access to the development off of the proposed public road, which is a master plan arterial roadway to be dedicated by the applicant. As it relates to massing and bulk, generally, the proposed 2 over 2 units and commercial retail area will be located on the eastern part of the property fronting or closest to Crain Highway, while residential attached development will be located west of the proposed commercial, further away from Crain Highway.

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

COMMENT: The development proposal of a mix of uses including single family attached dwellings and commercial/retail uses is in conformance with the surrounding neighborhood, which consists of existing mixed use developments/communities. Again, the proposed development, among other things, contemplates connecting to the existing development to the south as well as dedicating a master plan arterial road. Consequently, the applicant believes that its proposed development will enhance the community by being developed in a consistent manor with the surrounding development and the property's zoning designation.

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

COMMENT: Sustainability and quality were driving factors in the preparation of this application. The commercial use(s) are located along the heavily traveled Crain Highway, which is designated as a freeway roadway, attracting both local and regional customers while serving as the focal point for the residential component of the development by providing convenient shopping in a walkable setting. Sidewalks connecting the development to the master planned arterial road (A-55), provide access to the planned bicycle lanes and connectivity to the surrounding neighborhoods. The specifics of the arrangement and design of the buildings will be further examined at the time of Detailed Site Plan.

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

COMMENT: The development will be phased. The phases for the residential portion will be separate from the commercial/retail phase. The phasing will be examined at the time of Detailed Sit Plan.

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

COMMENT: CSP-18003 proposes sidewalks along both public and private roads throughout the proposed development. The sidewalks would connect to the existing sidewalks within the General Lafayette Boulevard right-of-way. The specifics of the arrangement and design of the buildings will be further examined at the time of DSP.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of**

materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

COMMENT: At the time of DSP, it is expected that the areas of the development that will be used for pedestrian activities or as gathering places for people will provide human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial).

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

COMMENT: The applicant has prepared a Traffic Impact Study dated October 30, 2018 based upon a Scoping Agreement that was approved by the Transportation Planning Staff. The findings and recommendations of the Traffic Impact Study include a conclusion that the applicant shall participate in the Brandywine Road Club as a means of satisfying the adequacy requirements that will be tested at the time of preliminary plan of subdivision. The project will require a PPS, and Section 24-124(a)(8) provides that "Roadway improvements or trip reduction programs participated in or funded by the subdivider will alleviate any inadequacy as defined by the "Guidelines," provided that the property is located within an area for which a road club was established prior to November 16, 1993, to provide for the participation by multiple developers in the funding and construction of road improvements based on the identified impact of the developments."

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

COMMENT: At the time of detailed site plan, this finding will be addressed.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned**

Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

COMMENT: Not applicable.

Section 27-274. Design Guidelines

Generally, Section 27-274 provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a conceptual site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan. Ultimately, a future detailed site plan will be filed that will show much more details and the Planning Board is authorized to approve said future detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended (and *permitted*) use.

Generally, as guidelines, that applicant and its consultants, as much as practical, have designed the site in conformance with said guidelines, but due to not yet having a builder, is limited in the amount of detail that can be shown. As contemplated in Section 27-272, said detail and specificity at the time of conceptual site plan is not required; however, generally, the applicant has endeavored to satisfy the following design guidelines to the fullest extent practical:

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading space will be located to avoid conflicts with vehicles or pedestrians;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be selected to enhance the site’s design character;
- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;

- The pattern of light pooling will be directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that will be equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high quality and visually interesting.

Specifically, the applicant offers the following:

(1) General.

(A) The Plan should promote the purposes of the [Detailed] Site Plan.

COMMENT: The purposes of the Detailed Site Plan are found in Sections 27-281(b) and (c).

Section 27-281. Purpose of Detailed Site Plans.

(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 plan;**
- (B) To help fulfill the purposes of the zone in which the land is located;**
- (C) To provide for development in accordance with the site design guidelines established in this division; and**
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

(c) Specific purposes.

(1) The specific purposes of Detailed Site Plans are:

- (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;**
- (B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;**
- (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; and**
- (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: This Conceptual Site Plan will promote the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-X-T Zone in which the subject property is located as well as adheres to the basis for rezoning as part of CR-13-2018. A mixed use development consisting of a mix of residential units and commercial retail use(s) are permitted in the M-X-T Zone. The site plan gives an illustration as to the approximate location and delineation of all proposed buildings, parking, streets, green areas, and other similar physical features and land uses proposed for the site.

In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant demonstrate the following:

- (2) Parking, loading, and circulation**
 - (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
 - (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
 - (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

COMMENT: CSP-18003 proposes surface parking for residents, visitors and patrons of the commercial use in a layout that is both efficient and safe, and conveniently located. The location of the parking minimizes any conflict with pedestrians. The number of parking spaces for all uses will comply with the requirements of Section 27-574.

- (3) Lighting.**
 - (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

COMMENT: This Conceptual Site Plan anticipates activities taking place in the evening and will provide adequate lighting levels for safe vehicular and pedestrian movements. The site lighting will provide the new residents and future patrons of the commercial component with a bright, safe atmosphere while not causing a glare or light bleeding onto adjoining properties, as the applicant would anticipate using full cut-off light fixtures. Although a specific detail of all residential and commercial lighting has not yet been identified, some possible examples of public lighting may include the following:



(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (4). This plan is designed to preserve, create, or emphasize views from the public roads and the adjoining property. All buildings will be designed to provide a modern, clean and strong presence along road frontages. Other views and public areas will be emphasized through the anticipated use of trails and sitting areas along with sidewalks to collectively connect the various components of the project. Possible examples of these views and use of public areas are provided below in subpart 9.

(5) Green Area.

- (A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

COMMENT: As shown on the Tree Conservation Plan, this Conceptual Site Plan intends to retain/provide forest conservation areas, provide green space in environmental areas, and provide a wooded buffer along the northern boundary. In addition, as described below, the applicant is also proposing recreational facility areas that will provide additional open area for use by the residents of this community.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

COMMENT: The Conceptual Site Plan and Landscape Plan submitted with this application comply with the design guidelines outlined in sub-part (6). The proposed site and streetscape amenities will contribute to an attractive, coordinated development. That is, the site fixtures will be durable high quality material and will be attractive, which will enhance the site for the future residents and patrons. Some possible examples of site fixtures and anticipated streetscape are provided below.



(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (7). All grading and landscaping will help to soften the overall appearance of the improvements once constructed. The proposed development will address the needs and expectations of the modern consumer. To the fullest extent practical, all grading will be designed to minimize disruption to existing topography.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

COMMENT: Service areas, like loading areas to serve the commercial retail development, will be conveniently located next to the commercial building, but screened from view. Where possible, service areas serving multiple buildings will be designed so that the number of service areas can be limited.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

COMMENT: The overall massing of buildings and attention to scale for this project, which are primarily residential in nature, will help create pedestrian and public areas that will be convenient to the residents and patrons may include something similar to those depicted below:



(10) Architecture.

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with section 27-277.**

COMMENT: Architectural plans are not required at the time of CSP and none have been prepared with this application since a builder has not yet been identified. However, the Conceptual Site Plan complies with the design guidelines outlined in sub-part (10). At the time of Detailed Site Plan, the applicant will endeavor to ensure that all architecture for the residential and commercial buildings will provide a high quality of building materials and provide a variety of architectural elements. Further, although it is dependent upon the ultimate builder for the project, where possible, the applicant will endeavor to provide sustainable construction techniques, improve energy efficiency, and resource conservation. It will be the goal of this community, where possible, to reduce material waste and improve energy efficiency while at the same time creating enhanced value and savings for the future residents.





(11) Townhouses and Three-Story Dwellings.

- (A)** Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.
- (B)** Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.
- (C)** Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.
- (D)** To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.
- (E)** To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such

that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.

- (F) Attention should be given to the aesthetic appearance of the offsets of buildings.**

COMMENT: The layout of the townhouses units for Calm Retreat have been designed in an effort to, as much as possible; minimize the views of the rear of the units. The majority of units adjacent to the proposed public road have initially been designed to be parallel to the road so the backs of units do not front on the road. Landscaping will be provided in common areas which, along with street trees, will further screen and/or soften the units from the right-of-way. It is anticipated and expected that the future builder of the residential units will provide high quality architecture that will provide a variety of architectural elements to promote individuality or aesthetically pleasing appearances with offsets of buildings.



VI. PRIVATE RECREATIONAL FACILITIES

CSP-18003 proposes a range of residential dwelling units of 550-650 townhouse and 100-200 two-family attached (2 over 2). The applicant is proposing a mixture of both active and passive on-site private recreation facilities to serve the residents.

Conceptually, the applicant's proposed recreational facilities would include the following: playgrounds, walking trails, and sitting areas. The applicant believes that these amenities, as evidenced by having successfully including them in other development projects, will result in a recreational area that will not only be utilized with great success, but will also be economically sustainable by the homeowner's association and residents of this neighborhood. As indicated above, some possible examples of the recreational facilities the applicant is proposing could include the following:




VII. CONCLUSION

Based on the foregoing, as well as all of the development plans filed in conjunction with this application, the applicant respectfully requests the approval of CSP-18003.

Respectfully submitted,

MCNAMEE HOSEA

By:  _____
Matthew C. Tedesco, Esq.

Date: April 22, 2019

The Robinson Property (Calm Retreat)

SUPPLEMENTAL STATEMENT OF JUSTIFICATION FOR IMPACTS TO REGULATED ENVIRONMENTAL FEATURES FOR PARCEL 23

August 21, 2019

DESCRIPTION AND LOCATION OF SUBJECT PROPERTY

NAI The Michaels Companies (the “Applicant”) submits this Statement of Justification (the “Statement”) in conjunction with the application for Conceptual Site Plan 18003 (the “Conceptual Site Plan” or the “Application”) approval for approximately 72.10 acres (in gross tract area) of property located at 15111 Crain highway on the west side of Route 301 (Crain Highway), and the approximately 1,400 feet North of Brandywine Crossing, in Planning Area 70, Council District 9. The site currently is unimproved and underused agricultural field and homestead with 34+/- acres of existing woodland. The applicant proposes the development of approximately 600 - 700 single-family attached lots; 100-200 two-family attached units, and 1.74 acres of new commercial/retail space that equates to the commercial GFA of 10,000 to 20,000 square feet.

The Property is currently identified as existing Parcel 23. The property is located on Tax Map, grid 154-E2, zoned M-X-T (Mixed Use – Transportation Oriented), while being located within the General Plan Center 2035 and the Developing Tier and Environmental Strategy Area 2 of Plan Prince George’s 2035.

Previous plan approvals include the approved Natural Resource Inventory Plan (NRI-111-18).

a) GENERAL DESCRIPTION OF PROPOSED USE AND REQUEST

The Property is an existing 72.10 acre tract made up by one (1) parcel; Parcel 23 is agriculture and woodland and currently unimproved. The applicant now submits this Conceptual Site Plan for approval. The proposed use is for the development of 600-700 single-family attached lots;

100-200 two-family attached units, and 1.74 acres of new commercial/retail space that equates to the commercial GFA of 10,000 to 20,000 square feet.

The Applicant requests approval of impacts to regulated environmental features totaling 0.68 acres of stream impacts. The impacts involve stream crossing for the allowance of road access to the parcel property along with utility crossing and stormwater outfalls.

The proposed 0.63 acres of impact to the PMA represent approximately 0.33% of the PMA area (1.89 acres total), or less than 0.009% of the gross tract area (72.10 acres). The PMA impacts are described in further detail in sections below.

b) DESCRIPTION OF EXISTING REGULATED ENVIRONMENTAL FEATURES ON-SITE

The Property contains a total of 1.89 acres of Primary Management Area (“PMA”). The PMA includes the 748 linear feet of regulated streams. The PMA runs through the eastern portion of the site making a crossing unavoidable for full access to the developable areas of the site. The site also includes a forest wetland toward the back south western portion of the site that is not currently impacted with the proposed layout. The majority of the PMA is made up of the aforementioned stream and the joining 75’ stream buffer and its existing vegetation.

c) DESCRIPTION OF APPLICABLE CODE

Section 27-276(b)(4) of the Prince George’s County Code (the “County Code”) requires that proposed Conceptual Site Plan of subdivision conform to the following:

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

As described in detail below, the Conceptual Site Plan application preserves regulated environmental features in a natural state to the fullest extent possible, and thus, is in conformance with Section 24-130(b)(5) of the County Code.

d) SPECIFIC DESCRIPTION OF PROPOSED IMPACTS AND JUSTIFICATION OF AVOIDANCE AND MINIMIZATION

As noted in Section C, the Conceptual Site Plan application is required to preserve regulated environmental features in a natural state to the fullest extent possible. Part C, Section 2.0 of the Environmental Technical Manual contains guidance for determining whether “fullest extent possible” has been satisfied, as follows:

The determination of “fullest extent possible” is a three-step process that starts with avoidance of impacts. Then, if the impacts are unavoidable and necessary to the overall development of the site (as defined below) and cannot be avoided, the impacts must be minimized. In the third step, if the cumulative, minimized impacts are above the designated threshold, then mitigation is required for the impacts proposed.

The table below summarizes the proposed impacts to regulated environmental features on the Property, and these impacts are also reflected on the PMA Impacts Exhibit, attached.

Table 1: PMA Impact(s) Summary Table

Impact ID	Impact type / and duration	Total acreage or square footage of PMA impact	Linear feet (LF) of stream bed impact	Acreage or square footage of wetland and wetland buffer impact	Acreage or square footage of 75’ stream buffer impact	100 Year Floodplain Impacts Total AC or SF
A	Access Road Stream Crossing	0.49 Ac. or 21,714 SF	139	0	0.49 acres or 21,714 SF	0
B	Stormwater outfall	0.04 Ac. or 1,879SF	0	0	0.04 acres or 1,879 SF	0
C	Stormwater pipe outfall, Sewer pipe crossing	0.09 Ac. or 3,930SF	26	0	0.09 acres or 3,930 SF	0

Impact Summary Table					
Total linear feet of stream bed impact	165	Total wetland and wetland buffer impact	0	Total acreage or square footage of 75' stream buffer impact	0.63 acres or 27,523 SF
Total PMA Impact	0.63 acres or 27,523 SF			Total 100 Year Floodplain Impacts Total AC or SF	0

The Concept Site Plan application avoids and subsequently minimizes the impacts listed above to the fullest extent possible, as follows:

Impact A: Access Road - Stream Crossing

Impact A identified in the above table above pertains to the proposed road crossing along the only identified stream with Parcel 23. The identified stream crosses at approximately 600 LF off of Crain Highway and essentially splits the site into two. The road crossing is essential to access approximately 94% of the site and is necessary for the reasonable development of the property. Alternatives layouts have been considered and the proposed road crossing has been sensitively located at the point of least impact to the PMA and its impact is unavoidable for the development of the property.

Impact B: Stormwater outfall

Impact B pertains to the storm water outfall located on the eastern portion of the property approximately 80 linear feet south of the proposed road access crossing. In order to adequately route storm water generated from the proposed submerged gravel wetland, a storm water outfall is proposed to be located within the established PMA area and stream buffer, as indicated by PMA Impact B identified on the PMA/Stream Buffer Impacts Exhibit. The strategic location of this

outfall was selected through alternatives analysis and successfully located at the area of least potential erosion of the existing grade. This impact is necessary to effectively discharge storm water accumulated on-site within the proposed storm water management facility.

Impact C: Storm water Outfall Pipe, Sewer Pipe Crossing

These two impacts identified on the PMA/Stream Buffer Impact Exhibit are identified as impact C. The proposed sewer pipe crossing and storm water outfall have been grouped together to reduce the impact within the PMA have been thoughtfully placed at the point of least impact. This impact is located 25 ft. directly south of Impact B. The storm water outfall impact is necessary to adequately and safely discharge storm water generated on site. The second impact of the grouping, the proposed sewer pipe crossing has been located along the boundary of the property reducing additional impacts to the site while providing the necessary utilities for the reasonable development of the property. The grouping of impact B and impact C was considered but was deemed not feasible due to the linear conflict of the proposed sewer line and the proposed extents of the submerged gravel wetland necessary for the portion of the site.

e) MITIGATION AND RESTORATION

The Three identified PMA impacts that cross stream bed comprise of approximately 165 linear feet of impact. With 26 linear feet impacted for utilities which MDE considers to be self-mitigating impacts. The additional impact of 139 linear feet of is due to the road crossing necessary for the redevelopment of the property.

Environmental Technical Manual requires mitigation in the event of significant impacts to regulated streams, wetlands, and 100-year floodplains. Notably, significant impacts are defined as the cumulative impacts that would result in the disturbance on-site of 200 or more linear feet of stream beds or one-half acre of disturbance to wetlands and wetland buffer areas. The identified PMA impacts are less than the threshold amounts, and therefore, no mitigation is required at this time.

CONCLUSION

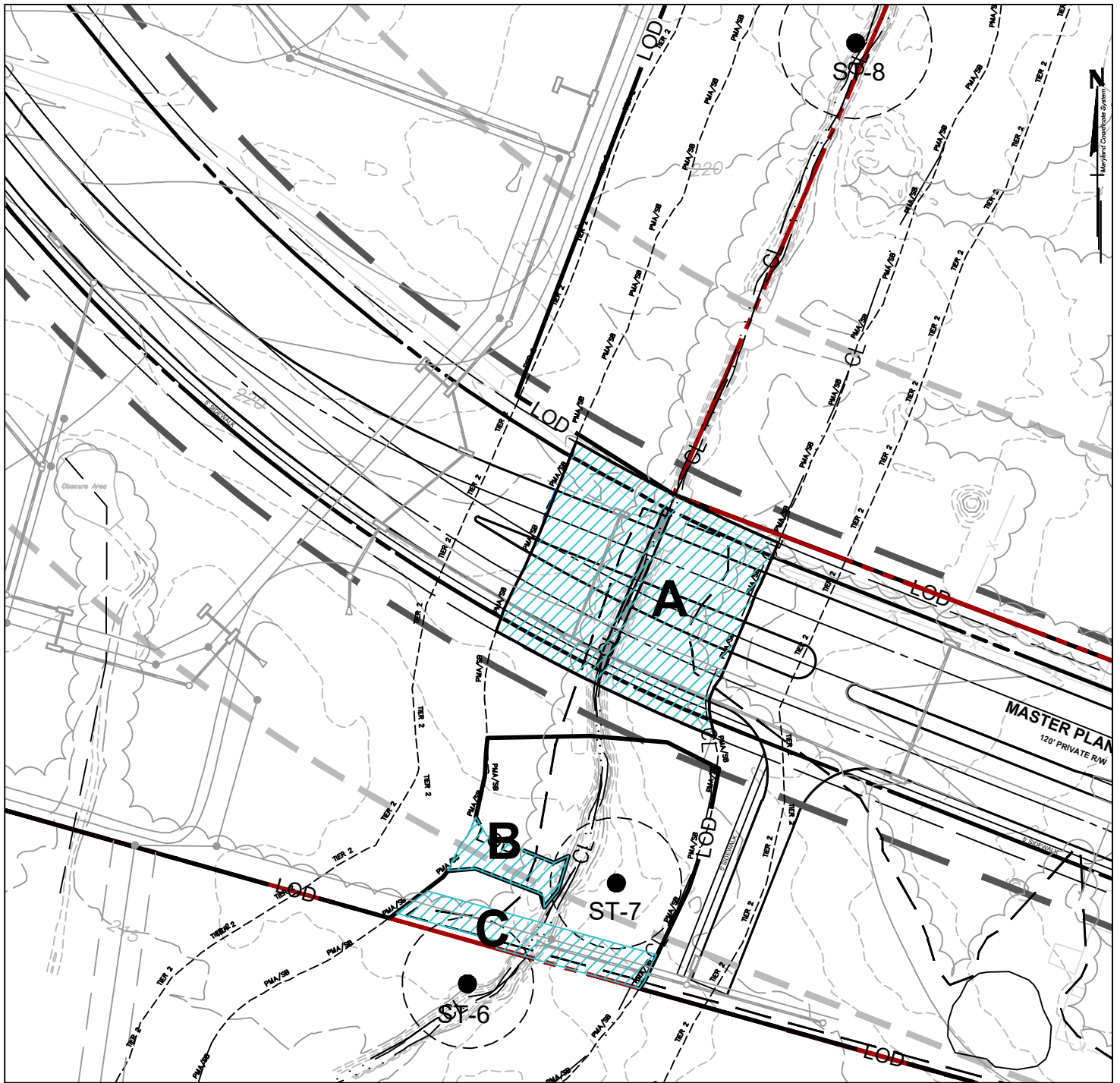
The proposed limited impacts satisfy the three criteria for approval found in the Environmental Technical Manual. Avoidance is not feasible given the stream location and the 94% of the developable site that exists beyond the stream, the utilities required for a the reasonable development of the property, and the necessary positive drainage and storm water management required; the impacts are the minimum necessary to carry out the development, and mitigation is not required.

The proposed project is well-designed, requiring only minimal impacts. The Applicant, therefore, respectfully requests approval of the requested impacts.

Thank you for your consideration of this request and feel free to call or email with any questions or to discuss these matters. I can be reached at (240) 912-2189 or Sallison@rodgers.com.

Sincerely,

Steven Allison, PLA, ISA Certified Arborist
Rodgers Consulting, Inc.



 PMA Impacts

A PMA Impact = 21,714 SF
 B PMA Impact = 1,879 SF
 C PMA Impact = 3,930 SF

Total PMA Impact = 27,523 SF or
 0.63 acres within site boundary

APPLICANT / DEVELOPER / OWNER:

Calm Retreat
 c/o Kenneth H. Michael
 Chairman of the Board
 NAI The Michael Companies
 10100 Business Parkway
 Lanham, MD 20706

**PMA/
 Stream Buffer
 Impact
 Exhibit**



19647 Century Boulevard
 Suite 200
 Germantown, Maryland 20874
 P: 301-548-4700 (Main)
 P: 301-255-6609 (Frederick)
 F: 301-548-6256
 www.rodgers.com

SCALE: 1" = 100'

JOB No:
1293A

DATE:
08-23-19

SHEET No:
CSP-18003 Backup 24 of 56

CSP-18003

TCP1-007-2019

Statement of Justification

Calm Retreat M-X-T

Variance: Removal of Specimen Trees

August 21, 2019

INTRODUCTION

The project is a proposed approximately 72.10+/- acre, 600 - 700 single-family townhouse, 2/2 condominiums and commercial development located in Brandywine, Prince Georges County, Maryland. The project area is relatively flat with areas of active agricultural field and approximately 34 +/- acres of forest. The forest stands identified within the site boundary are early to mid-successional with minimal herbaceous species present. The sites observed vegetation consists of terrestrial and forested wetlands communities' common to the mid-Atlantic coastal plain of Maryland. Several ephemeral channels and one perennial stream were identified on the site. The project area is bordered on the west by undeveloped agricultural and forested land, Rte. 5 (Crain Highway) to the east, detached single-family residential homes to the south, and a trailer rental facility and undeveloped forested land on the north.

The existing woodland is comprised of deciduous and conifer trees including pines, sweetgums, black gum and red maples.

Twenty specimen trees were observed and identified to be within or 100 feet beyond the properties boundary of Calm Retreat. Of the twenty identified, we found an opportunity to preserve nine (9) specimens (45% of total specimen trees).

The proposed development will follow the vision of the approved in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), notably *The General Plan Center 2035*. The vision for this Property is a well-designed, commercial and residential mixed-use community accenting the Crain highway corridor.

The Applicant’s proposal for the Property includes removing trees in varying states of health and impairments, and the development of approximately 600-700 single-family attached lots; 100-200 two-family attached units, and 1.74 acres of new commercial/retail space that equates to the commercial GFA of 10,000 to 20,000 square feet.

To achieve and promote the vision of the aforementioned approved sector and general plans, removal of eleven (11) specimen trees is required for Calm Retreat. The removal of these trees requires a variance from Section 25-122(g) of Subtitle 25 of the Prince George’s County Code which requires these trees be preserved. Justification for the variance request is provided below.

REQUIRED FINDINGS FOR SPECIMEN TREE VARIANCES

The observed specimen trees located for our Property are shown on the submitted NRI/FSD (NRI-111-18) and are identified as:

Specimen Tree Table						
Number	DBH	Botanical Name	Common Name	Health	Disposition	Comment
1	36	<i>Quercus phellos</i>	willow oak	Fair	Retain	Broken branches, trunk cavities
2	32	<i>Quercus alba</i>	white oak	Good	Remove	Broken branches
3	37	<i>Quercus alba</i>	white oak	Good	Remove	Broken branches
4	30	<i>Quercus alba</i>	white oak	Good	Retain	
5	30	<i>Fagus grandifolia</i>	American beech	Fair	Remove	
6	30	<i>Acer rubrum</i>	red maple	Good	Retain	
7	30	<i>Acer rubrum</i>	red maple	Poor	Retain	Splitting at 4'
8	35	<i>Platanus occidentalis</i>	American sycamore	Fair	Retain	
9	31	<i>Liquidambar styraciflua</i>	sweetgum	Good	Remove	
10	31	<i>Juniperus virginiana</i>	red cedar	Fair	Remove	Leaning, poison ivy vines
11	35	<i>Quercus phellos</i>	willow oak	Good	Remove	
12	30	<i>Liquidambar styraciflua</i>	sweetgum	Good	Remove	
13	30	<i>Quercus phellos</i>	willow oak	Good	Remove	
14	37	<i>Quercus phellos</i>	willow oak	Fair	Remove	Dead branches
15	33	<i>Acer rubrum</i>	red maple	Good	Remove	
16	34	<i>Acer rubrum</i>	red maple	Good	Retain	
17	30	<i>Acer rubrum</i>	red maple	Good	Retain	
18	35	<i>Quercus alba</i>	white oak	Good	Retain	
19	35	<i>Nyssa sylvatica</i>	blackgum	Good	Retain	
20	31	<i>Fagus grandifolia</i>	American beech	Fair	Remove	Trunk damage at base

These trees identified that are slated for removal which are in fair to good condition, must be removed to provide the intended residential and commercial development outlined in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), notably *The General Plan Center 2035* for the area serving the Crain Highway corridor.

Section 25-122(b)(1)(G) requires the preservation of specimen trees.

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

A variance to Section 25-122(b)(1)(G) is requested.

REQUIRED FINDINGS

Section 25-119(d) sets forth the following requirements for approvals of variances to requirements of Subtitle 25 – Trees and Vegetation.

(d) Variances

- (1) An applicant may request a variance from this Division as part of the review of a TCP where owing to special features of the site or other circumstances, implementation of this subtitle would result in unwarranted hardship to an applicant. To approve a variance, the approving authority shall find that:**

- (A) Special conditions peculiar to the property have caused the unwarranted hardship;**

RESPONSE: The identified specimen trees slated for removal all display varying ranges of health from fair or good. The trees slated for removal are located throughout the site within Forest Stands 1 and 2 and as tree clusters along the boundary and around existing structures. Due to their location in regards to the site and its zoned use, there is no reasonable way to develop the Property in a manner supporting the vision of the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), notably *The General Plan Center 2035* that does not impact these trees position (stem) and or critical root zones.

By understanding the physiology and forest biology of existing interior trees and their current microclimate; we evaluated the potential unintended impacts associated with removing surrounding woodland from these specimen trees. Microclimate changes including increased sun exposure and wind can negatively

impact a formally interior dwelling tree and alter its growth trend even if saved with little root disturbance. These future impacts were taken into account when assessing the trees disposition.

The removal of specific specimen trees are necessary for the intended residential and commercial development for Calm Retreat and the Crain Highway corridor. Development impacts to the Property for townhouses provides needed residential opportunities in line with the vision of the approved *Plan Prince George's 2035 Approved General Plan (General Plan Center 2035)*. The trees locations, degree of health and the corridor sector plans recommendation to develop the Property are conditions peculiar to this Property and would cause an undue hardship to the Applicant. If the variance is denied, the Property cannot be developed in the manner envisioned by the corridor sector plan.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

RESPONSE: The Property is in the M-X-T Zone. The opportunity this portion of the Property provides to the community aligns with the residential/transportation/commercial oriented development envisioned by the zoning. Creating a residential and commercial center along Crain Highway will provide increased residential and commercial opportunities. Denying the variance would deprive the Applicant the ability to develop the Property in accordance with identified zoning intent and recommendation, a right commonly enjoyed by others in the area.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;

RESPONSE: Similarly to the Finding (B) above, the variance confers no special privileges on the applicant that would be denied to other applicant. This Property is recommended for mixed use development that includes transportation oriented residential development. The variance is necessary if the applicant is to be permitted to develop the Property in a manner outlined in the aforementioned zoning as well as the *Approved Plan Prince George's 2035 Approved General Plan (General Plan Center 2035)*. Allowing the Applicant to develop the Property in accordance with County planning documents does not confer upon the Applicant any special privilege.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;

RESPONSE: The request is based on the specimen trees form, various health conditions including existing damage and approximate locations in regards to the areas of the Property best suited for the zoning intended for a residential community. As mentioned before, each specimen tree was evaluated for potential unintended impacts associated with removing surrounding woodland from these specimen trees and the new exposure on a species transitioning from an interior condition to an exterior condition.

The thoughtful development of this Property is in accordance with the type of mixed use development currently zoned for the property.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

RESPONSE: The request arises from the opportunity to increase access to residential development envisioned by aforementioned general plan and the apportioned M-X-T Zoning. This is not a condition relating to land or a building use on a neighboring property.

(F) Granting of the variance will not adversely affect water quality.

RESPONSE: The pending Stormwater Management Concept Plan will provide water quality measures in the form of micro-bioretenion and swm facilities. These facilities are intended to effectively manage and treat stormwater runoff through retention and phytoremediation. These types of stormwater facilities improve water quality similar to healthy trees, shrubs, and herbaceous vegetation. One of the main purposes of the stormwater management concept plan is to provide water quality through various stormwater facility designs ensuring that the removal of the tree(s) will not adversely affect water quality.

CONCLUSION

Over the past several decades, Prince George's County has been formulating policies to plan for dense, mixed-use town centers in emerging communities, as described in the *Plan Prince George's 2035 Approved General Plan* and notably *The General Plan Center 2035* for the Brandywine area.

This type of mixed use development encourages transit use in a most efficient, sensible manner, thus reducing the opportunity for future environmental impacts

Plan Prince George's 2035 Section 25-119(d)(4) states that a variance granted under these findings are not to be considered zoning variances. It is a specific variance meant to recognize special circumstances relating to the removal of specimen trees only. In this case, there are special circumstances relating to the Property. The variance—to allow the removal of specific specimen trees—is necessary to develop the Property in a manner envisioned by the aforementioned *Plan Prince George's 2035 Approved General Plan*.

Having satisfied all requirements for approval, the Applicant respectfully requests approval of this variance to allow removal of these specimen trees.

Thank you for your consideration of this request and feel free to call or email with any questions or to discuss these matters. I can be reached at (240) 912-2189 or Sallison@rodgers.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Allison', with a long horizontal stroke extending to the right.

Steven Allison, PLA, ISA Certified Arborist
Environmental Project Manager

Rodgers Consulting, Inc.

September 10, 2019

MEMORANDUM

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

VIA: Howard Berger, Supervisor, 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: CSP-18003: Calm Retreat

Findings

1. The subject property comprises 72.10 acres located on the west side of US 301 (Crain Highway), approximately 2,060 feet south of its intersection with MD 373 (Accokeek Road), in Brandywine, Maryland. The subject application proposes a mixed-use development of commercial/retail, single family attached and two-family attached dwelling units. The subject property is Zoned M-X-T (Mixed Use Transportation Oriented).
2. The subject application contains a documented property, the William T. Robinson House (85A-021), constructed circa 1850. This is a good example of a mid-nineteenth century plantation house that has remained the home of four generations of the same family since its construction. The main block of the house was built for William T. Robinson shortly before his marriage in 1854, on land north of his father's plantation, Pheasants Thickett (85A-022). It followed the then-popular side-stairhall-and-double-parlor plan, with two massive freestanding chimney stacks to warm the two west parlors. The house is a three-part frame gable-roofed building that stands at the end of a farm lane approximately one-half mile west of Route 301. Immediately north of the house is an old meat house, constructed of hand-hewn logs with dovetail joints, that was likely built at the same time as the house. West of the house, standing in a line, are three front-gabled outbuildings: a garage, a corn crib and a converted granary. Further to the west stand the ruins of a small hogpen and a tobacco barn, in which was stored a tobacco prise. Two small slave houses reportedly stood until the 1940s circa 500 feet to the east of the dwelling.
3. The conceptual site plan (CSP) indicates that none of the structures are proposed to be retained. The most recent documentation on the Robinson House and outbuildings was recorded in 1997. Current documentation on the condition of the house and outbuildings should be provided with subsequent applications.

Conclusions

1. Phase I archeology survey is recommended on the subject property. The subject property was once part of the Pheasants Thickett plantation belonging to Zadock Robinson in the early nineteenth century. The primary cash crop on the Robinson plantation was tobacco. Zadock Robinson held 14 enslaved persons on his plantation in 1850 and he held 25 enslaved persons in 1860, some of whom resided in four slave houses recorded on the property. Zadock Robinson's plantation house, Pheasants Thickett, was located in what is now the Chaddsford development to the south of the subject property. William T. Robinson inherited the northern portion of Zadock Robinson's plantation and constructed a house on the subject property circa 1850. According to the 1867 Slave Statistics for Prince George's County, William T. Robinson claimed 31 enslaved persons who lived on his plantation at the time the 1864 Maryland Constitution was ratified. Family tradition holds that there were two slave cabins located to the east of the main house. Current photographs should also be taken of the house and all of the outbuildings prior to demolition.
2. In accordance with the Planning Board's directives, as described in the *Guidelines for Archeological Review*, May 2005, and consistent with Subtitle 24-104, 121(a)(18), and 24-135.01, the subject property should be the subject of a Phase I archeological investigation to identify any archeological sites that may be significant to the understanding of the history of human settlement in Prince George's County, including the possible existence of slave quarters and slave graves, as well as archeological evidence of the presence of Native American people.

Recommendations

Historic Preservation staff recommends approval of CSP-18003 with the following conditions:

1. Prior to acceptance of the Preliminary Plan, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), are recommended on the above-referenced property to determine if any cultural resources are present. The areas within the developing property that have not been extensively disturbed should be surveyed for archeological sites. The applicant shall submit a Phase I Research Plan for approval by the staff archeologist prior to commencing Phase I work. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is requested prior to approval of the Preliminary Plan.
2. Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to any ground disturbance or the approval of a detailed site plan, the applicant shall provide a plan for:
 - i.) Evaluating the resource at the Phase II level, or
 - ii.) Avoiding and preserving the resource in place.
3. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab in St. Leonard, Maryland, prior to any ground disturbance or the approval of any grading permits.

4. Depending upon the significance of findings (at Phase I, II, or III level), the applicant shall provide interpretive signage. The location and wording of the signage shall be subject to approval by the staff archeologist prior to issuance of any building permits.

301-952-3972

July 17, 2019

MEMORANDUM

TO: Henry Zhang, AICP, Master Planner, Urban Design Review Section, Development Review Division
Adam Bossi, Planner Coordinator, Urban Design Review Section, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Supervisor, Long Range Planning, Community Planning *BSR* Division
David A. Green, MBA, Master Planner, Community Planning Division *DAG*

FROM: Jonathan Greene, Planner, Neighborhood Revitalization Section, Community Planning *JWG* Division

SUBJECT: **CSP-18003 Calm Retreat**

FINDINGS

Pursuant to Part 3, Division 9, Subdivision 2 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Conceptual Site Plan outside of an overlay zone

Location: On the west side of US 301/MD 5 (Robert S. Crain Highway), 1,900 feet north of its intersection with Chadds Ford Drive.

Size: 72.10 acres

Existing Use: Agricultural - Natural Resources

Proposal: Mixed-use development consisting of approximately 550-650 townhouse and 100-200 two-family attached (two over two) dwelling units, and 10,000-20,000 square feet of commercial/retail space.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan:

This application is located in an Established Community. The vision for the Established Communities is context-sensitive infill and low to medium-density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs,” (p. 20).

Master Plan: The 2013 *Approved Subregion 5 Master Plan* recommends Mixed-Use, Residential Low, and Residential Medium-High land uses on the subject property.

In addition, the subject property is located in the Community Center Edge (Map IV-5: Brandywine Community Center Core and Edges). “Community center edges to the west of MD 5/US 301 should contain a mix of residential and commercial land uses, although these areas are not expected to develop the high-density mix envisioned for the community center core. Commercial uses may be clustered in pods, rather than mixed among residential uses, and residential densities would range from 4 to 20 dwelling units per acre,” (p. 47).

Planning Area: 85A

Community: Brandywine & Vicinity

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

SMA/Zoning: The 2013 *Approved Subregion 5 Master Plan* retained the subject property in the R-R (Rural-Residential) Zone. Council Resolution CR-13-2018, Minor Amendment Six, reclassified the subject properties from R-R (Rural-Residential) Zone to the M-X-T (Mixed Use-Transportation Oriented) Zone.

MASTER PLAN CONFORMANCE AT SUBDIVISION

The Community Planning Division finds that, pursuant to Section 24-121(a)(5), at the time of submittal of the preliminary plan of subdivision for the subject property, conformance to the approved sector plan may be required.

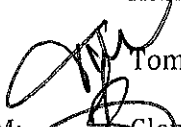
c: Long-range Agenda Notebook


Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

October 16, 2019

MEMORANDUM

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

VIA:  Tom Masog, Transportation Section, Countywide Planning Division

FROM:  Glen Burton, Transportation Section, Countywide Planning Division

SUBJECT: **CSP-18003: Calm Retreat MXT**

The Transportation Planning Section has reviewed the conceptual site plan (CSP) for the above-referenced property. The 72.1-acre, M-X-T-Zoned property is located on Crain Highway in Brandywine, Maryland. The subject application proposes a development consisting of a mix of residential and commercial/retail uses.

Traffic Study Analyses

The applicant submitted a traffic impact study (TIS) with a revised date of April 2019. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by staff of the Transportation Planning Section, consistent with the "Transportation Review Guidelines - Part 1- 2012". 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 and Matapeake Business Drive	B/1095	E/1541
MD 5 and Chadds Ford Drive	C/1161	D/1423
Chadds Ford Drive and General Lafayette Boulevard	11.3 seconds	10.6 seconds
MD 5 and A-55	n/a	n/a
General Lafayette Boulevard and A-55	n/a	n/a
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

The traffic study identified 18 background developments whose impact would affect some or all of the study intersections. Additionally, a growth of two percent over six years was also applied to the traffic volumes along MD 5. 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 and Matapeake Business Drive	E/1561	F/2260
MD 5 and Chadds Ford Drive	F/1627	F/2074
Chadds Ford Drive and General Lafayette Boulevard	15.5 seconds	18.2 seconds
MD 5 and A-55	n/a	n/a
General Lafayette Boulevard and A-55	n/a	n/a
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Using the trip rates from the "Guidelines" as well as the *Trip Generation Manual, 9th edition* (Institute of Transportation Engineers), the study has indicated that the subject application represents the following trip generation:

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Townhouse (Guidelines)	Up to 750 Units	105	420	525	390	210	600
Shopping Center (ITE-820)	20,000 Square feet	100	62	162	79	89	165
<i>Less 50% Pass-by</i>		<i>-50</i>	<i>-31</i>	<i>-81</i>	<i>-40</i>	<i>-43</i>	<i>-83</i>
Total new trips		155	451	606	429	253	682

The table above indicates that the proposed development will be adding 606 (155 in; 451 out) AM peak-hour trips and 682 (429 in; 253 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 and Matapeake Business Drive	E/1565	F/2270
MD 5 and Chadds Ford Drive	F/1604	F/2068
Chadds Ford Drive and General Lafayette Boulevard	14.2 seconds	18.8 seconds
MD 5 and A-55	F/1893	F/2106
General Lafayette Boulevard and A-55	16.6 seconds	17.0 seconds
* Unsignalized intersections are analyzed using the Highway Capacity Software. The results show the intersection delay measured in seconds/vehicle. A maximum delay of 50 seconds/car is deemed acceptable. If delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using the Highway Capacity Manual (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. If the CLV falls below 1,150 for either type of intersection, this is deemed to be an acceptable operating condition.		

Based on the results shown above, the traffic study concludes the following:

- It is recommended that a new signal be installed at US 301 & A-55 as discussed herein. The traffic signal warrant analysis confirms that the intersection would satisfy the Manual of Uniform Traffic Control Device (MUTCD) signal warrants.
- Intersections along MD 5 & US 301 corridors exceed the adequacy thresholds as specified by Maryland-National Capital Park and Planning Commission (M-NCPPC) Guidelines due to the heavy regional traffic volumes along this corridor. The property is located within the geographic boundaries of the Brandywine Road Club. It is recommended that a requirement to contribute to the Brandywine Road Club be placed as a condition of approval.
- The intersections along Chadds Ford Drive and General Lafayette Boulevard meet the three-tiered requirement for unsignalized intersections as specified by M-NCPPC Guidelines with minor street delays less than 50 seconds.

In lieu of providing the improvements above, the TIS recommends that the applicant participate in the Brandywine Road Club (CR-9-2017), as a means of satisfying the Adequate Public Facilities Requirements of Section 24-124 of the Zoning Ordinance.

Staff Review and Comments:

Having reviewed the traffic study, staff concurs with its findings and conclusions. A trip cap consistent with the development proposed at that time will be recommended with the preliminary plan of subdivision. The subject property is located within Planning Area 85A and is affected by the Brandywine Road Club. Specifically, Council Resolution 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 Council Bill CB-22-2015, which permits participation in roadway improvements as a means of demonstrating adequacy for transportation as required in Section 24-124 of the Subdivision Regulations. Specifically, CB-22 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. 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 Council Resolution CR-60-1993 adopted on September 14, 1993, and was developed and in use before that date.

Pursuant to CR-9-2017, the Brandywine Road Club fee for the subject application will be \$1,338 per dwelling unit to be indexed by the appropriate cost indices which will be determined by the Department of Permitting, Inspections and Enforcement (DPIE). Pursuant to County Council Bill CB-22-2015, once the appropriate payment is made to the satisfaction of the 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, Site Review

The property is in an area where the development policies are governed by the 2013 *Approved Subregion 5 Master Plan* and Sectional Map Amendment, and the 2009 *Approved Countywide Master Plan of Transportation*. One of the recommendations from the master plans was the construction of a new Arterial Road (A-55), whose alignment runs in the vicinity of the subject property. Given the location of A-55 as depicted on the approved master plan, staff concludes that the alignment as shown on the site plan is in substantial conformance with the approved master plan alignment. The site plan shows a connection between the stub end of General Lafayette Boulevard and the proposed A-55. Staff finds this connection to be acceptable.

All other aspects of the site regarding access and layout are deemed to be acceptable.

TRANSPORTATION STAFF FINDINGS

The application analyzed is a CSP of a mixed-use residential and commercial development consisting of apartments, townhouses and commercial. Based on trip rates from the "Guidelines" as well as the *Trip Generation Manual, 9th edition* (Institute of Transportation Engineers), this development will be adding 606 (155 in; 451 out) AM peak hour trips and 682 (429 in; 253 out) PM peak-hour trips.

As referenced in the applicant's April 2019 traffic study, the proposed development will impact several existing and future intersections deemed critical to the development. Some of these intersections will not operate adequately as defined in the "Guidelines". However, pursuant to the provisions of CR-7- 2017, this development is eligible to be a part of the Brandywine Road Club, where the applicant can provide monetary contribution in lieu of off-site road improvements. This contribution will be determined at the time of the preliminary plan phase of this development.

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

- a. **Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better;
- b. **Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

TRANSPORTATION STAFF CONCLUSIONS


Based on the preceding findings, the Transportation Planning Section determines that pursuant to Section 27-546 of the code, the plan conforms to the required findings for approval of the CSP from the standpoint of transportation if the application is approved with the following conditions:


1. At the time of preliminary plan of subdivision, the applicant shall:
 - a) Show the appropriate dedication and location for the proposed A-55.
 - b) Determine its fair share cost towards the Brandywine Road Club.

September 12, 2019

MEMORANDUM

TO: Adam Bossi, Planner Coordinator and Henry Zhang, AICP, Master Planner, Urban Design Section

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section 

FROM: Amber Turnquest, AICP, Planner Coordinator, Subdivision and Zoning Section 

SUBJECT: CSP-18003, Calm Retreat

The subject site includes Parcel 23 recorded in the Prince George’s County Land Records in Liber 23501 folio 423, Liber 23501 folio 427, and Liber 24405 folio 565. The subject property is 72.10 acres; located on Tax Map 154 in Grids D-2, E-1, E-2, and F-2; and is zoned Mixed Use Transportation Oriented (M-X-T). The site is currently developed with a single-family detached residential structure and 19,804 square feet of commercial uses.

The applicant proposes a mixed-use development of approximately 550-650 townhouse, 100-200 two-family attached dwelling units, and 10,000–20,000 square feet of commercial/retail space. Pursuant to Section 24-107, the development proposed in the submitted CSP will require approval of a preliminary plan of subdivision. No additional information is needed at this time.

Plan Comments

1. A noise study may be required at the time of acceptance of the PPS to ensure adequate mitigation from the traffic nuisances along the property frontage of master plan right-of-way A-55 for any residential lots and the associated outdoor activity areas. Prior to acceptance, the PPS must reflect the 65 dBA Ldn unmitigated noise contours based on total future traffic along A-55 to assist in the determination of the extent of the noise analysis required.
2. The plan reflects residential and commercial uses adjacent to US 301 (Robert Crain Highway), a master planned freeway. Residential uses are proposed along A-55, a master planned arterial right-of-way. The plan proposes an alignment of A-55 that differs from the master plan right-of-way; this realignment should be reviewed by the Transportation Planning Section and may require adjustment.
3. Circulation through the site, appropriate vehicular connectivity to the abutting property to the south, established through preliminary plan of subdivision (PPS) 4-12007 (PGCPB Resolution

No. 13-59), and the spatial relationship of the uses to each other and the abutting properties will be further reviewed at the time of PPS.

4. A 10-foot public utility easement will need to be provided on both sides of any proposed public roads and either side of a proposed private road at the time of PPS.
5. The site is currently in Water/Sewer Category 5, a PPS cannot be accepted without first obtaining a Water/Sewer Category 4 designation.

Recommended Conditions

1. Prior to certification of the CSP, the following revision shall be made to the plans:
 - a. Revise General Note 4 to provide the most current deed reference.
 - b. Revise General Note 7 to reference the Military Installation Overlay Zone and remove reference to the Interim Land Use Control Impact Area.

This referral is provided for the purposes of determining conformance with Subtitle 24. All bearings and distances must be clearly shown on the CSP and must be consistent with the legal description of the property. There are no other subdivision issues at this time.

September 6, 2019

MEMORANDUM

TO: Thomas Burke, Development Review Division

FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division

SUBJECT: **Conceptual Site Plan Review for Master Plan Trail Compliance**

The following conceptual site plan (CSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Conceptual Site Plan Number: CSP-18003

Name: Calm Retreat

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> </u>
Sidewalks	<u> X </u>	Trail Access	<u> X </u>

*If a master plan trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the conceptual site plan (csp) application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

The site is covered by the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (area master plan). Because the site is located partially within the designated Branch Avenue Corridor, it will be subject to Section 24-124.01 (the Adequate Public Pedestrian and Bikeway Facilities) and the Transportation Review Guidelines – Part 2 at the time of Preliminary Plan. Based on the 560 to 670 dwelling units and 10,000 to 20,000 square-feet of commercial space proposed, the cost cap will be between \$171,500 and \$208,000.

Background and Preliminary Comments:

Two master plan trails impact the subject site, with a shared-use path recommended along both General Lafayette Boulevard extended and A-55. The adjacent Chaddsford development has the master plan trail constructed along the east side of the road. The trail along A-55 will be completed concurrently with road construction.

The Complete Streets Section of the MPOT includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

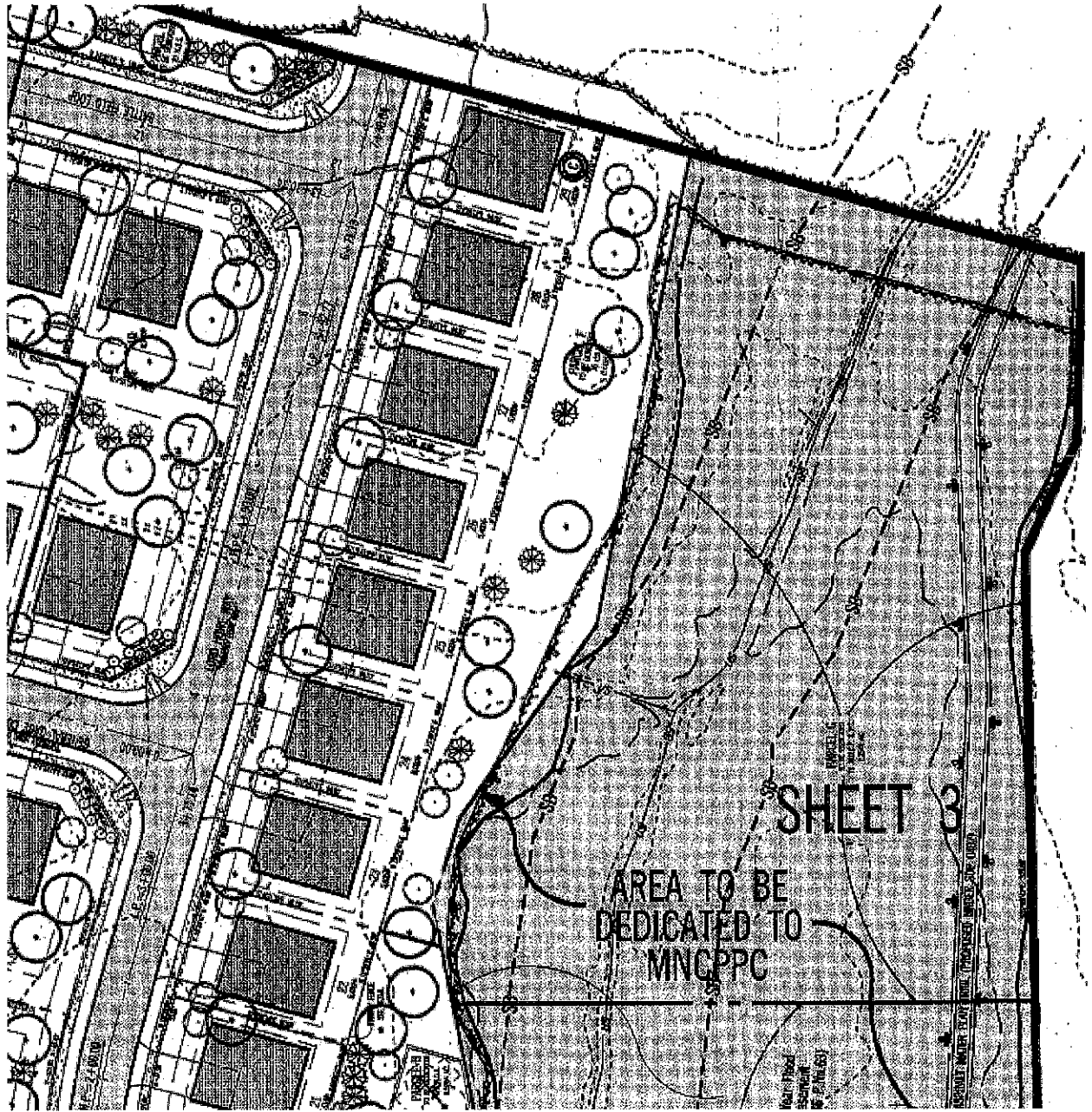
POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Sidewalks are appropriate to all residential units and commercial space and will be evaluated at the time of preliminary plan and detailed site plan (DSP). The 2009 *Approved Countywide Master Plan of Transportation* includes Complete Streets Policies for sidewalks along both sides of all new road construction.

The Chaddsford development includes an M-NCPPC trail on Parcel G that ends at the subject site's southern boundary. A copy of the approved plans for SDP-0611 are included with this memorandum that shows the trail ending at the subject site. The extension of this trail into the proposed development should be coordinated with the Department of Parks and Recreation at the time of preliminary plan and detailed site plan.

Conclusion

1. Revise the conceptual site plan to include the alignment of the master plan trails along the subject site's portions of A-55 and General Lafayette Boulevard. Internal sidewalks and trails will be addressed at the time of preliminary plan and detailed site plan.



Approved SDP-0611 south of the subject site (Calm Retreat) showing park dedication and trail construction.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

Countywide Planning Division
Environmental Planning Section

301-952-3650

September 11, 2019

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

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

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section *MKR for CS*

SUBJECT: **Calm Retreat; CSP-18003; TCP1-007-2019**

The Environmental Planning Section (EPS) has reviewed the above referenced Conceptual Site Plan (CSP) and a Type 1 Tree Conservation Plan (TCP1) stamped as received on June 19, 2019. Verbal comments were provided in a Subdivision Development Review Committee (SDRC) meeting on July 12, 2019. A revised CSP and TCP1 were received on August 23, 2019. The Environmental Planning Section recommends approval of CSP-18003 and TCP1-007-2019 based on the conditions listed at the end of this memorandum.

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-111-2018	N/A	Staff	Approved	10/19/2018	N/A
CSP-18003	TCP1-007-2019	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of a Conceptual Site Plan and a Type 1 Tree Conservation Plan (TCP1-007-2019) for the construction of a mixed-use development consisting of multi-family residential units and commercial/retail space. The TCP1 shows the proposed infrastructure (road layout, water and sewer lines, outfall locations, woodland conservation areas, specimen trees and proposed clearing) with no residential or commercial structures shown.

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 Conceptual Site Plan and there are no previous approvals.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-111-2018, was approved on October 19, 2018, and provided with this application. The site contains wetlands, streams and their associated buffers which comprise the Primary Management Area (PMA). Ephemeral streams are also located on-site but are not considered Regulated Environmental Features (REF). No Floodplain is located on-site. There are specimen trees scattered throughout the property. The TCP1 and the CSP show all the required information correctly in conformance with the NRI.

No revisions are required for conformance to the NRI.

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. A Type 1 Tree Conservation Plan (TCP1-007-2019) was submitted with the CSP application.

Based on the TCP1 submitted with this application, the site's gross tract area is 72.10 acres, contains 34.00 acres of woodland in the net tract and has a woodland conservation threshold of 10.82 acres (15 percent). No floodplain is located on-site. The Woodland Conservation Worksheet proposes the removal of 32.79 acres in the net tract area for a woodland conservation requirement of 26.22 acres. According to the TCP1 worksheet the requirement is proposed to be met with 1.21 acres of woodland preservation on-site, 2.03 acres of reforestation on-site, and 22.98 acres of off-site woodland conservation credits. The forest stand delineation (FSD) has identified 20 specimen trees on-site. This application proposes the removal of 11 specimen trees.

Currently, the TCP1 only shows infrastructure such as masterplan road layout, water and sewer lines, outfall locations, reforestation areas, specimen trees, proposed clearing with no proposed residential or commercial structures shown and the required notes, woodland conservation worksheet and tables.

No revisions are required for conformance to the TCP1 at this time.

Specimen Trees

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

The site contains 20 specimen trees with the ratings of good (specimen trees 2, 3, 4, 6, 9, 11, 12, 13, 15, 16, 17, 18, and 19), fair (specimen trees 1, 5, 8, 10, 14, and 20), and poor (specimen tree 7). The current design proposes to remove 11 specimen trees throughout the project area.

A full evaluation of the need to remove specimen trees has not been completed with the current CSP application because there are concerns regarding the location of the final Limits of Disturbance (LOD) with respect to the *Master Plan of Transportation* (2009) roadway alignment. A full evaluation regarding specimen tree removal should be provided at a later stage of development review when more detailed information is available.

Review of Subtitle 25 Variance Request

A Subtitle 25 variance application, and a statement of justification in support of a variance dated August 21, 2019 were submitted for review on August 23, 2019.

Recommended Findings: Based on the level of design information currently available, the limits of disturbance shown on the TCP1, and the impact exhibits, a determination for the removal of 11 specimen trees cannot be made at this time. The removal of specimen trees may be necessary to grade the site for public road infrastructure improvements and utility extensions; however, the limit of disturbance may change with the preliminary plan application.

Preservation of Regulated Environmental Features/Primary Management Area

The site contains regulated environmental features. According to the TCP1, impacts to the PMA are proposed for a road crossing, utility extensions, and for SWM outfalls. A statement of justification has been received for the proposed impacts to the PMA and stream buffer. As part of this application, staff performed a site visit to evaluate the existing features of the site. During the Subdivision Development Review Committee (SDRC) meeting on July 12, 2019 it was determined that possible changes were to occur to the subdivision layout and impacts could not be approved at this time. The impacts to the REF will be reviewed for approval during the review of the Preliminary Plan application when more detailed information is available.

Recommended Findings: Based on the level of design information currently available, the LOD shown on the TCP1 and the impact exhibits, the REF on the subject property have been preserved and/or restored to the fullest extent possible; however, these impacts shall be re-evaluated at the time of Preliminary Plan of Subdivision. Staff acknowledges that impacts are necessary for public road infrastructure improvements and SWM outfalls; however, not enough complete information was provided, and the level of impact may change.

Stormwater Management

A Stormwater Management Concept plan and approval letter was submitted with the subject application (Concept approval #45683-2018-00). Proposed SWM features include grass swales and submerged gravel wetlands and micro-bioretenion facilities. Comment 8 of the approval letter states "This concept is for the CSP approval and thus shows approximate facility locations and practically. Applicant to revise concept at preliminary plan or detail site plan to address...master plan roadway and all environmentally sensitive design elements after CSP approval". The concept approval expires April 3, 2022. The site will be required to pay \$145,533.00, a SWM fee towards providing on-site attenuation/quality control measures. Submittal of an approved SWM concept plan and approval letter showing the master planned roadway and proposed buildings will be required with the Preliminary Plan.

Recommended Condition At the time of the signature approval of the Preliminary Plan, submit an approved SWM concept plan and approval letter showing the master planned roadway and proposed buildings.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-18003 and TCP1-007-2019 subject to the following conditions:

Recommended Findings:

1. Based on the level of design information currently available, the LOD shown on the TCP1, and the impact exhibits, a determination for the removal of 11 specimen trees cannot be made at this time. Staff acknowledges that the removal of specimen trees may be necessary to grade the site for public road infrastructure improvements and utility extensions; however, the LOD may change with the preliminary plan application.
2. Based on the level of design information currently available, the LOD shown on the TCP1 and the impact exhibits, the REF on the subject property have been preserved and/or restored to the fullest extent possible; however, these impacts shall be re-evaluated at the time of Preliminary Plan of Subdivision. Staff acknowledges that impacts are necessary for public road infrastructure improvements and SWM outfalls; however, not enough complete information was provided, and the level of impact may change.

If you have any questions concerning these comments, please contact me at 301-883-3240 or by e-mail at Alwin.schneider@ppd.mncppc.org.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation


6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: September 9, 2019

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

VIA: Darin Conforti, Acting Director 
Administration and Development
Department of Parks and Recreation

Helen Asan, Acting Supervisor 
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

FROM: Thomas Zyla, Landscape Architect 
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **CSP-18003, Calm Retreat**

The staff of the Department of Parks and Recreation (DPR) has reviewed and evaluated the above referenced Conceptual Site Plan (CSP) for conformance with the requirements and recommendations of the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment, the Land Preservation, Parks and Recreation Program (LPPRP) for Prince George's County, and the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, as they pertain to public parks and recreational facilities.

FINDINGS:

The subject property is located on the west side of Robert S. Crain Highway (US Route 301), 1 mile south of the split with Branch Avenue (MD Route 5) in Brandywine, Maryland. The 72-acre parcel is zoned M-X-T (Mixed Use - Transit Oriented). The developed Chadds Ford residential community is located to the south, as well as DPR parkland containing the Rose Creek Connector Trail. A 120' wide Master Plan arterial roadway and shared path trail are proposed along the northern property on an east/west alignment. The applicant proposes a mixed use development on this property, consisting of approximately 550-650 townhouses, 100-200 two-family attached (2 over 2) dwelling units and 10,000-20,000 square feet of commercial/retail space. Interspersed throughout the development are proposed numerous green spaces which will contain private recreational facilities, including playgrounds, walking trails and sitting areas.

Per Section 24-134 (a) of the Prince George's County Zoning Ordinance, at the time of Preliminary Plan of Subdivision, the residential portion of this subject property will be subject to the mandatory dedication of approximately 9 acres of parkland. The applicant proposes to meet this requirement by providing mixture of both active and passive on-site private recreational facilities to serve the residents.

Due to the high need for both land and facilities in this park community, DPR has determined that both mandatory dedication of parkland and private onsite recreational facilities are appropriate for the residential portion of this development. The applicant provided conceptual information on the proposed private recreational facilities that will be constructed with the development and available to the residents. At the time of Preliminary Plan of Subdivision, the applicant should dedicate parkland and provide sufficient private on-site recreation facilities to serve the recreational needs of the residents within this proposed community. The mandatory dedication of parkland will be determined by DPR and Subdivision Section staff at the time of Preliminary Plan of Subdivision review and approval. The final location and list of recreational amenities will be reviewed by the Urban Design Section staff at the time of Detailed Site Plan review and approval.

RECOMMENDATION:

The staff of the Park Planning & Development Division of DPR recommends to the Planning Board approval of the above referenced Concept Site Plan CSP-18003, subject to the following recommendation:

At the time of Preliminary Plan of Subdivision, the applicant should allocate areas for mandatory dedication of parkland and private on-site recreation facilities and to serve the recreational needs of the residents within this proposed community.



Division of Environmental Health/Disease Control

Date: September 12, 2019

To: Adam Bossi, Urban Design, M-NCPPC

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

Re: CSP-18003, Calm Retreat

The Environmental Engineering/Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for the Calm Retreat located at 15111 and 15207 Crain Highway in Brandywine and has the following comments/recommendations:

1. There are more than five existing carry-out/convenience store food facilities and four grocery stores/markets 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. The applicant must request for a variance to change the current water and sewer category from W-5 and S-5 for future community systems to W-4 and S-4 for community systems adequate for development planning to the Department of Permit Inspection Enforcement Site and Road Plan Review located at 9400 Peppercorn Place in Largo, Maryland. 20774.
3. Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community.
4. Living in proximity to green space is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general health questionnaires.
5. Conversion of large areas of open space into impervious surface is proposed. Demonstrate that the site is in compliance with the County's Watershed Implementation Plan (WIP).
6. The public health value of access to active recreational facilities has been well documented. Indicate the location of active recreational facilities within ¼ mile of the proposed residences.

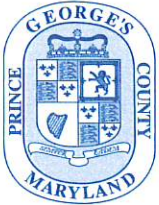


Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

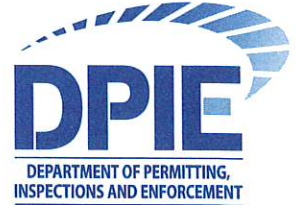
7. ***Increased traffic volumes in the area can be expected as a result of this project.*** There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma
8. During the construction phases of this project, noise should 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.
9. 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 D. Alsobrooks
County Executive

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



MEMORANDUM

September 3, 2019

TO: Henry Zhang, Urban Design Review
Adam Bossi, Urban Design Review
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE *mg 9/3/19*

RE: Calm Retreat
Conceptual Site Plan No. 18003

CR: Crain Highway (US 301)

In response to Conceptual Site Plan No. 18003 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following updated response:

- The subject site is 72.10 acres, zoned M-X-T and located on the west side of Crain Highway (US 301), approximately 1,900 feet north of its intersection with Chadds Ford Drive. The address is 15207 (tax account 1180793) and 15111, (tax account 1180801) US 301.
- The subject request is for a mixed-use development of commercial/retail single family attached and two-family attached dwelling units. There will be approximately 550-650 townhouses, 100-200 two-family attached dwelling units, and 10,000-20,000 square feet of commercial/retail space.
- US 301 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) will be necessary.
- All improvements within the public right-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, the Department of Public Works and Transportation (DPW&T) Specifications and Standards and the Americans with Disabilities Act (ADA).

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

Henry Zhang
Adam Bossi
September 3, 2019
Page 2

- Master Planned Roadways A-55 and MC-502 impacting this site will require coordination with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and DPIE. Master Planned Roadway A-55 must enter and exit at locations consistent with the location shown on the Countywide Transportation Master Plan. The proposed alignment of Master Planned Roadway A-55 enters and exits the western side of the lot within the defined Master Planned Roadway layout and connects with General Lafayette Boulevard. The geometrics are consistent with an arterial roadway. The alignment may be modified within the site subject to County's approval.
- A floodplain delineation approval is required. The FPS 200910 governs on adjacent property, DPIE floodplain delineation with case 3656-2019 has not been finalized.
- The applicant needs to provide adequate sight distance in accordance with American Association of State Highway and Transportation Officials (AASHTO) standards for all proposed access points within the site. All roadway sections, curves are to be designed per DPW&T Specifications and Standards. All culverts are to be designed to handle the 100-year storm event.
- All storm drainage systems and facilities are to be in accordance with DPW&T's Specifications and Standards.
- Conformance with DPW&T's Street Tree and Street Lighting Specifications and Standards is required.
- The Stormwater Management Concept Plan No. 45683-2018 has been approved on April 3, 2019, for the proposed Conceptual Site Plan that shows stormwater management facility locations. The Concept is to be updated at Preliminary Plan or Detailed Site Plan to address proposed road alignments, private road access, right-of-way dedication for public streets, public utility easements, detailed analysis of stormwater management, outfall analysis, culvert crossing locations, (culvert to pass the 100-year storm), private roads designed as per Code 24-128.
- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for public streets and proposed buildings is required.

Henry Zang
Adam Bossi
September 3, 2019
Page 3

- A Special Utility permit for any construction of utilities in the County road right-of-way is required.
- DPIE has no objection to CSP-18003.

If you have any questions or need additional information, please contact Mr. Nanji Formukong, District Engineer for the area, at 301.636.3653.

MCG:NF:csw

cc: Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
McNamee & Hosea, 6411 Ivy Lane, Suite 200 Greenbelt,
Maryland 20770
Calm Retreat, LLC, 111 Marine Terrace, Silver Spring,
Maryland 20905

Additional Back-up

For

**CSP-18003
Calm Retreat**

Bossi, Adam

From: Matthew C. Tedesco <mtesesco@mhlawyers.com>
Sent: Tuesday, November 12, 2019 11:16 AM
To: Bossi, Adam; Kosack, Jill; Shoulars, Katina; Reiser, Megan
Cc: 'Kevin J. Kennedy'; Alex Villegas; 'Nat Ballard <NBallard@RODGERS.com> (NBallard@RODGERS.com)'; Charlie Howe
Subject: Calm Retreat CSP-18003

Adam, et al.:

Please accept this e-mail as a formal withdrawal of the variance that was filed with CSP-18003 to remove certain specimen trees. Although we are withdrawing the variance, please be advised that we intend to refile the request with the TCP2 that is required with the rough grading permit, as the MXT Zone allows for the issuance of a rough grading permit after CSP. We are currently preparing the grade establishment plans and the ESC plans, which will be utilized with the TCP2 and the variance to remove specimen trees at the time of rough grading.

Please let me know if you need anything else.

Matt



Matthew C. Tedesco

Principal*

McNamee Hosea

6411 Ivy Lane, Suite 200 **O** 301.441.2420
Greenbelt, Maryland 20770 **F** 301.982.9450

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*Admitted in Maryland

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EXHIBIT'S LIST

Regular Planning Board Meeting

NOVEMBER 14, 2019

Exhibits Transmitted to Development Review Division

AGENDA ITEM #6 – CONCEPTUAL SITE PLAN

CSP-18003 CALM RETREAT

The following exhibits were accepted and entered into the record:

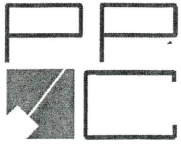
Staff's Exhibit No. 1	Clarification to Technical Report	2 pages
Applicant's Exhibit No. 1	Proposed Amended Findings	1-page

MARIE PROCTOR 11/14/2019

Marie Proctor 11/14/19

Sign and Date

MN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



REC'D BY PGCPB ON 11-14-2019
ITEM # 6 CASE # CSP18003
EXHIBIT # Staff's Exhibit #1

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

November 14, 2019

Staff #1

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division
Jill Kosack, Supervisor, Urban Design Section, Development Review Division *JK*

FROM: Adam Bossi, Planner Coordinator, Urban Design Section *AB*
Development Review Division

SUBJECT: **Conceptual Site Plan CSP-18003**
Calm Retreat
Planning Board Agenda November 14, 2019 – Staff Clarifications to Technical Report

After publication of the original staff report, it was determined that additional clarity is needed regarding a shared future roadway connection between the subject site and adjacent property to the south. Staff recommends the following revised findings and conditions of approval (added text underlined, deleted text [~~strikethrough~~]):

Additional Finding Language, Finding 6, page 5, end of second paragraph

This potential interparcel connection is recommended to be clearly reflected on the CSP prior to signature approval. This connection is anticipated and planned with the Brandywine Village development (CDP-1201/A-9996-C/4-12007) abutting to the south. Further review will occur at the time of preliminary plan of subdivision and detailed site plan.

New Condition, page 21

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
 - f. Clearly reflect a potential interparcel connection at a location consistent with the driveway on the western edge of the proposed commercial pad site.

REC'D BY PGCPB ON 11-14-19
ITEM # 6 CASE # CSP 18003
EXHIBIT # Applicant's Exhibit #1

**CALM RETREAT
CSP-18003**

*App Exhibit
#1*

Applicant's Proposed Amended Finding:

6. Design Features

* * * * *
* * * * *

Various green open spaces have been proposed throughout the subject site. Specific sizes and locations, along with recreational facilities, will be decided at the time of preliminary plan of subdivision (PPS) and detailed site plan (DSP). All recreational areas should be evenly distributed throughout the entire subdivision and be within walking distance ~~of no more than 300 feet from each residence.~~

* * * * *

10. Referral Comments:

* * * * *

d. Subdivision Review –

* * * * *

The site is currently in Water and Sewer Category 54, and a PPS ~~cannot~~ be accepted ~~without first obtaining Water and Sewer Category 4 designations.~~

* * * * *

Applicant's Proposed Amended Condition:

RECOMMENDATION

Based on the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-18003 and Type 1 Tree Conservation Plan TCP1-007-2019 for Calm Retreat, subject to the following condition:

1. Prior to certificate approval of the conceptual site plan, the following revisions shall be made, or information shall be provided:
 - a. Revise General Utility Notes ~~4 to provide the most current deed reference.~~ 1 and 2 to provide the correct existing and proposed Water and Sewer designations.

* * * * *

KEY:

Underscoring indicates language added to conditions.
~~Strikethrough~~ indicates language deleted from conditions.
Asterisks *** indicate intervening existing conditions that remain unchanged.