

PRINCE GEORGE'S COUNTY
Planning Department

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan Alternative Compliance McKendree Road

DET-2022-020 ACL-2024-003

AGENDA ITEM: 5

AGENDA DATE: 1/16/2025

REQUEST	STAFF RECOMMENDATION
DET: Development of 79 single-family attached (townhouse) residential dwelling units, with associated infrastructure and amenities.	 With the conditions recommended herein: Approval of Detailed Site Plan DET-2022-020 Approval of Alternative Compliance
ACL: Alternative compliance from the requirements of Section 4.6, Buffering Development from Streets, and Section 4.10, Street Trees (For Private Streets), of the 2018 Prince George's County Landscape Manual.	ACL-2024-003 • Approval of Type 2 Tree Conservation Plan TCP2-043-2024

Location: On the north side of McKendree Road, approximately 420feet west of its intersection with US 301 (Robert Crain Highway).

with US 301 (Robert Crain Highway).		
Gross Acreage:	12.86	
Zone:	RSF-A	
Dwelling Units:	79	
Gross Floor Area:	N/A	
Planning Area:	85A	
Council District:	09	
Municipality:	N/A	
Applicant/Address: Christopher Land, LLC 10461 White Granite Drive, Suite 250 Oakton, Virginia 22124		
Staff Reviewer: David Myerholtz Phone Number: 301-952-4151 Email: David.Myerholtz@ppd.mncppc.org		

SHADO
Modernown Rolling Carlot Solling Car
CURTIS LANDING B

Planning Board Date:	01/16/2025
Planning Board Action Limit:	01/22/2025
Staff Report Date:	01/02/2025
Date Accepted:	10/29/2024
Informational Mailing:	01/25/2024
Acceptance Mailing:	10/11/2024
Sign Posting Deadline:	12/17/2024

Table of Contents

I.	EVALUATION CRITERIA	3
II.	BACKGROUND	3
A	. Request	3
В	. Development Data Summary	4
C	Location	5
D	. Surrounding Uses	5
E	Previous Approvals	5
F	Open Spaces	5
G	Design Features	6
III.	COMPLIANCE WITH EVALUATION CRITERIA	7
A	Prince George's County Zoning Ordinance	7
В	Preliminary Plan of Subdivision PPS-2022-02520	0
C	. Certificate of Adequacy ADQ-2022-0712	3
D	. 2018 Prince George's County Landscape Manual2	3
E	. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance2	5
F	The Prince George's County Tree Canopy Coverage Ordinance20	6
G	. Referral Comments	6
Н	. Community Feedback23	8
IV.	RECOMMENDATION2	8

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DET-2022-020

Alternative Compliance ACL-2024-003

Type 2 Tree Conservation Plan TCP2-043-2024

McKendree Road Property

The Urban Design staff have reviewed the subject application and present the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

I. EVALUATION CRITERIA

The subject property is within the Residential, Single-Family-Attached (RSF-A) Zone. This application is being reviewed under the requirements of Section 27-3605(e) of the Prince George's County Zoning Ordinance. Staff have considered the following in reviewing this detailed site plan:

- A. The Prince George's County Zoning Ordinance;
- B. Preliminary Plan of Subdivision PPS-2022-025;
- C. Certificate of Adequacy ADQ-2022-071;
- D. The 2018 *Prince George's County Landscape Manual*;
- E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- F. The Prince George's County Tree Canopy Coverage Ordinance;
- G. Referral comments; and
- H. Community Feedback.

II. BACKGROUND

A. Request: The subject detailed site plan (DET) proposes development of 79 single-family attached (townhouse) residential dwelling units. The applicant also filed an alternative compliance request from the requirements of Section 4.6, Buffering Development from Streets, and Section 4.10, Street Trees (For Private

Streets), of the 2018 *Prince George's County Landscape Manual* (Landscape Manual), and a Type 2 tree conservation plan (TCP2). The applicant requests two waivers under Section 27-6200 of the Prince George's County Zoning Ordinance. First, under Section 27-6207(b)(2), they seek a waiver from the requirement in Section 27-6207(b)(1), to provide a pedestrian walkway cross-access between developments. Second, under Section 27-6208(b)(2), they request a waiver from the requirement in Section 27-6208(b)(1), to provide an internal bicycle circulation system and for bicycle cross-access between adjoining parcels.



Figure 1: Illustrative Site Plan

B. Development Data Summary: The proposed design includes a single development phase with 79 dwelling units.

	EXISTING	EVALUATED
Zone(s)	RSF-A	RSF-A
Use	Single Family detached	Single-family attached
	dwelling unit	(townhouse) dwelling units
Total Gross	12.86	12.86
Acreage		

Floodplain	4.54 acres	4.54 acres
Total Net	8.32	8.32
Acreage		
Dwelling Units	1*	79

Note: *One single-family detached dwelling unit with accessory structures. These structures are proposed to be razed to make way for the development proposed herein.

- **C. Location**: The subject property is located on the north side of McKendree Road, approximately 420 feet from the intersection of McKendree Road and Robert Crain Highway (MD 5).
- **D. Surrounding Uses**: The subject property is surrounded by the following uses:
 - North— Immediately to the north is the Timothy Branch stream, which continues through the site. Beyond that are several commercial properties in the Commercial, Service (CS) Zone.
 - South— Across McKendree Road, there is the Dobson Ridge development (Detailed Site Plan DSP-20007) with 196 single-family attached units in the Residential, Single-Family-Attached (RSF-A) Zone.
 - East— Abutting the property to the east includes a Wawa Gas Station and a AAA Auto Repair shop.
 - West— Vacant land and properties zoned Rural Residential (RR), with single-family detached homes located in the Rose Creek Estates neighborhood.
- E. Previous Approvals: The property is subject to Preliminary Plan of Subdivision PPS-2022-025, which was approved by the Prince George's County Planning Board on January 4, 2024 (PGCPB Resolution No. 2024-02), for 79 lots and 13 parcels, with 23 conditions. This property is also subject to an approved Certificate of Adequacy, ADQ-2022-071, which was approved on January 17, 2023, subject to two conditions. The ADQ is valid for 12 years from the date of its approval and subject to the additional expiration provisions of Section 24-4503(c)(1)(C) of the Prince George's County Subdivision Regulations. The PPS also approved 4.62 acres of parkland dedication with construction of the master-planned Timothy Branch stream valley trail (Timothy Branch trail) on-site to meet the parkland dedication requirement. The conditions of the PPS also outline the requirements for the dedication and construction of the Timothy Branch trail.
- **F. Open Spaces**: The open spaces will be provided with on-site improvements.
 - 1. **On-site**: The majority of the required open space set-aside will be met with preservation of natural features. In addition, a central passive recreation area is provided with benches, bike racks, and sidewalks. The combined open space provided is 6.28 acres, or 49 percent of the site's gross acreage.

G. Design Features

1. **Architecture.** The applicant proposes three models: the Cameron, the Carlyle, and the Gunston. All models are 20–24 feet wide and vary in depth. Enhanced elevation has been provided for the high visibility locations. The elevations offer a variety of material and architectural elements such as masonry veneer, horizontal siding, bay windows, balconies, optional decks, and a cantilever canopy over each entry door.



Figure 2: Cameron and Carlyle Models 3-story: 20' x 40' Two-Car Rear Load Garage



Figure 3: Gunston Model 3-story: 24' x 34' Two-Car Front Load Garage

- 2. **Parking**. Parking requirements are met (162 required, 181 provided including 23 guest parking spaces) mostly in the garage, driveway, and perpendicular and parallel parking spaces along streets throughout the community. Four bicycle racks (eight parking spaces) are provided throughout the community.
- 3. **Signage**. The applicant has provided one entrance sign in the median of the west entrance along McKendree Road, which is set back from the roadway

and does not impede the sightline. Materials consist of precast concrete cap, stone columns, and brick sign face. The sign will be illuminated via ground-mounted lighting. Landscaping at the base of the sign is provided.

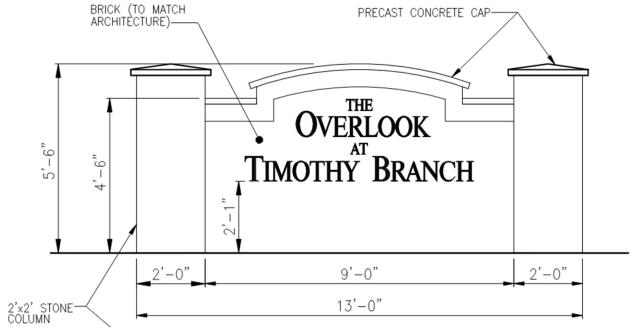


Figure 4: Entrance Sign Elevation

4. **Lighting**. Lighting is proposed along the street and alleys. Photometric plans and lighting details have been provided for the site showing full cut-off, light emitting diode (LED) fixtures.

III. COMPLIANCE WITH EVALUATION CRITERIA

- **A. Prince George's County Zoning Ordinance**: The DET application has been reviewed for compliance with the requirements of the Zoning Ordinance.
 - 1. Detailed Site Plan Decision Standards (Section 27-3605(e))

This DET meets the detailed site plan decision standards contained in Section 27-3605(e) of the Zoning Ordinance, as follows:

(1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

As provided throughout this technical staff report, the DET meets the applicable standards or proposes reasonable alternatives to meet the intended purposes, without causing unreasonable costs. For example, an alternative trail location is proposed as a sustainable

solution while the originally planned location may cause primary management area (PMA) impact along the Timothy Branch stream.

(2) The proposed development complies with all conditions of approval in any development approvals and permits to which the detailed site plan is subject;

As discussed in detail below in finding B, this DET complies with the applicable conditions of approval for PPS-2022-025.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

According to the approved Natural Resources Inventory, NRI-082-05-02, the site contains 100-year floodplain, wetlands, streams, and their associated buffers comprising the PMA along the western portion of the site. There are five specimen trees scattered throughout the woodland areas of the property. The regulated area is found along the on-site stream system, and the TCP2 shows woodland in this area as being preserved and conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC) as parkland.

The NRI has identified five specimen trees on-site. Two on-site specimen trees were approved to be removed with PPS-2022-025 and Type 1 Tree Conservation Plan TCP1-019-2023.

Four PMA impacts are proposed with this application. Impacts 1 and 2 were approved with the PPS and are being modified due to new stream buffer impacts resulting from the enactment of Prince George's County Council Bill CB-022-2024, which increased the minimum stream buffer requirement. The approved NRI depicts the prior 75-foot stream buffer as it was approved prior to the enactment of CB-022-2024. No revision to the NRI is required, as the 25 feet of additional stream buffer is correctly shown on the TCP2.

Impact 3 is associated with the site's stormwater management (SWM) and is supported after staff received confirmation from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) that the outfall is necessary and that a revision to the approved SWM concept plan is not required. Impact 4 is a temporary impact for grading as a result of new stream buffer regulations which increase the PMA by 25 feet. These impacts are supported as proposed. Staff find the regulated environmental features (REF) have been preserved to the fullest extent possible.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

The proposed development is not located in a planned development zone. Therefore, this criterion is not applicable.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

The DET is in conformance with the submitted tree conservation plan. Analysis of the tree conservation plan is included in Finding III.E below.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;

The subject application is not a DET for infrastructure. Therefore, this provision does not apply.

- (7) Places of worship located on a lot between one (1) and two (2) acres in size shall also meet the following standards:
 - (A) The minimum setback for all buildings shall be twentyfive (25) feet from each lot line;
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and
 - (C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be.

The proposed development does not include a place of worship. Therefore, this criterion is not applicable.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

The proposed development does not alter, expand, or enlarge existing structures or uses. Therefore, this criterion is not applicable.

2. Residential, Single-Family-Attached (RSF-A) Zone (Section 27-4202(f))

The single-family attached (townhouse) use is permitted in the RSF-A Zone, subject to the applicable standards in Section 27-4202(f)(2), Intensity and Dimensional Standards, of the Zoning Ordinance. The maximum allowed density under Townhouse Dwelling category is 16.33 DU/acre, and the proposed density is 9.5 DU/acre. The DET is in compliance with the Intensity and Dimensional Standards, which are also listed on the plan.

The project includes rear-loaded townhomes that are served by alleys. For these townhomes, per Footnote 7, the minimum rear yard setback may be reduced to zero feet when a 20-foot-wide or wider alley is provided, or to a range between 5 to 10 feet when an alley less than 20 feet in width is provided. Since the proposed alley right-of-way (ROW) is 22 feet throughout the development, the minimum setback is zero feet. The provided rear yard setbacks are in compliance with the minimum requirements.

3. Applicable Development Standards (Section 27-6)

a. Section 27-6206(b). Vehicular Accessway Classifications

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and are not considered streets.

(2) Alleys

(A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the

fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

Pursuant to Section 27-6104 of the Zoning Ordinance, this development standard is also applicable at the time of PPS. The proposed alley access for townhomes was reviewed per Section 24-4204 of the Subdivision Regulations and approved with PPS-2022-025 (PGCPB Resolution No. 2024-02). The same access scheme is proposed with this DET, which includes a single private road and alleys which form a grid, and remains in conformance with the required criteria of the Subdivision Regulations and Zoning Ordinance.

- b. Section 27-6207. Pedestrian Access and Circulation.
 - (a) Required Pedestrian Access.
 - (1) General Pedestrian Access.
 - (2) Sidewalks Required
 - (A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).

Along the easternmost section of Private Road A, a 10-foot-wide master-planned trail

is provided in lieu of a sidewalk. The remainder of Private Road A has sidewalks on both sides of the street, and as such the proposed development conforms with this requirement.

(B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

A 10-foot-wide master-planned trail is proposed along McKendree Road. Additional ROW dedication is shown in accordance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT).

(C) The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.

The application has met the requirements of this section and there is no need for a waiver.

(b) Pedestrian Connectivity

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential, or mixed-use

- development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).
- (2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.
- (3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

The applicant is providing pedestrian connectivity along the McKendree Road frontage via a sidewalk within the ROW, which connects to the east adjoining property. The DET shows this sidewalk does not extend fully to the west property line. A condition is included herein to continue the sidewalk along the property frontage up to the western edge of the property frontage, unless modified by DPIE, Prince George's County Department of Public Works and Transportation, or the Maryland State Highway Administration in accordance with a specified code requirement, policy requirement, or guideline.

The proposed master-planned Timothy Branch trail provides a stub for future cross-access connection from the site to the east. Further, the Timothy Branch trail will provide a stub for pedestrian cross-access to the north of the site.

A waiver pursuant to Section 27-6207(b)(2), of the requirement in Section 27-6207(b)(1), to provide pedestrian walkway cross-access between the developments, is requested regarding the property to the west. The Timothy Branch stream runs from the north to the south along the entire western boundary of the site. Cross-access to the western property boundary outside of the ROW would need

to cross the Timothy Branch stream and associated environmental areas, resulting in additional PMA impacts. In order to preserve the environmental areas to the fullest extent possible, and ensure trails with dry passage, cross access is found to be infeasible at this location. Instead, connectivity to the west should be consolidated to one location, as recommended within the public ROW. The Planning Board concurred with this finding in PGCPB Resolution No. 2024-002. Thus, pedestrian cross-access onsite to the west of the subject property should be waived.

c. Section 27-6208. Bicycle Access and Circulation

- (a) Required Bicycle Access
 - (1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

The DET submission shows that the internal street network is designed to provide sufficient space to accommodate a system of pedestrian and bicycle facilities consistent with the MPOT and master plan recommended policies.

(A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;

The applicant proposes four bicycle racks throughout the development. The bicycle racks will be installed on a paved surface and are in visible, well-lit areas conveniently accessible and adjacent to amenity areas.

(B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street

bicycle facilities outside the development, or internal bicycle systems in adjacent developments;

The application shows ROW dedication along McKendree Road that will accommodate multiple improvements, including a 5-foot-wide bicycle lane.

(C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street); and

There are no current or planned transit facilities on or adjacent to the site.

(D) Connections to any recreational amenities internal to the development, such as open space.

Open space access is provided for bicycles via the proposed private road.

(2) Required Bikeway Network Improvements

(A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.

The DET submission includes the master-planned Timothy Branch trail, which is a multiuse path designed to accommodate pedestrians and bicycles. This path runs parallel to Private Street A, along the complete north/south length of the site. A 5-foot-wide bicycle lane is included in the dedication along McKendree Road, which runs the entire east/west length of the site. Given the size of this development, staff find the proposed bicycle facilities adequate for the purposes of this regulation.

(B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.

The application has met the requirements of this section and there is no need for a waiver.

(C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

The application shows ROW dedication along McKendree Road that will accommodate multiple improvements, including a 5-foot-wide bicycle lane.

(b) Bicycle Connectivity Between Developments

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

(2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

Pursuant to Section 27-6208(a)(2)(B) of the Zoning Ordinance, the applicant is asking for a waiver of bicycle cross-access to the west adjoining parcel due to topographic conditions and natural features, including the Timothy Branch stream and associated environmental areas, which would result in additional PMA impacts. The Planning Board concurred with this finding in PGCPB Resolution No. 2024-002. Thus, bicycle cross-access to the west of the subject property should be waived.

The DET shows a 5-foot-wide bicycle lane along the McKendree Road frontage, providing bicycle connectivity to the east and west adjoining properties within the public ROW. Accordingly, the subject property would not be devoid of bicycle connectivity.

The master-planned Timothy Branch trail will provide cross-access to the adjoining properties to the north and east. The trail continues along the majority of the south edge of the site, providing further connection to adjacent properties to the east.

d. Section 27-6300. Off-Street Parking and Loading

The DET is in conformance with the applicable standards in Section 27-6300 of the Zoning Ordinance, including parking, loading, and bicycle parking requirements and standards. The visitor parking spaces have been provided at a rate of at least one visitor parking space for every 20 dwelling units per Section 27-6305(g) of the Zoning Ordinance.

Parking & Bicycle Tabulations			
Requirement	Required		Provided
2.0 per Dwelling Unit	79 DU x 2=158	158	158
Section 27-6305			
1 Visitor Space/20 DU	79 DU/20=3.95	4	23
Section 27-6305(g)			
To	tal Parking	162	181
Total Bicycle Space	Min. 2, Max. 20	4	8
Section 27-6309(a)(1)			

Note: Section 27-6310 of the Zoning Ordinance provides requirements for loading areas. There is no loading space requirement for single-family attached dwellings.

e. Section 27-6400. Open Space Set-Asides

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, of the Zoning Ordinance, based on the use classification.

The DET is in conformance with the applicable standards in Section 27-6400 of the Zoning Ordinance. Residential uses in a Residential Base Zone have a 20 percent open space set-aside requirement. The applicant provided an open space set-aside plan showing 49.7 percent of the site as open space being provided in natural features to be conveyed to M-NCPPC as parkland, SWM areas, passive recreation areas, and required landscaped areas.

Section 27-6404(a)(1) of the Zoning Ordinance states that no less than 15 percent of the total required minimum open space set-aside area within a residential development for this zone shall consist of active recreational areas. Per Section 27-6404(a), active recreational areas include land dedicated for parks in accordance with Subtitle 24: Subdivision Regulations. The applicant is dedicating parkland that exceeds the open space set aside requirements, and in accordance with Subtitle 24: Subdivision Regulations.

f. Section 27-6500. Landscaping

The DET is in conformance with the applicable standards in the Landscape Manual, including Section 4.1, Residential Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.8, Building Frontage Landscape Requirements; and Section 4.9, Sustainable Landscaping Requirements. Alternative compliance is requested for Section 4.6, Buffering Development from Streets; and Section 4.10, Street Trees (For Private Streets). The required schedules demonstrating conformance are provided on the plans.

g. Section 27-6600. Fences and Walls

The DET is in conformance with the applicable standards in Section 27-6600 of the Zoning Ordinance, including fence and wall heights, locations, and appearance. Along the eastern property line, a 6-foot-high screen fence is proposed, which is in compliance with the maximum 6-foot-high standard per Section 27-6603. Along McKendree Road, a 4-foot-high crossbuck fence is proposed as a perimeter fence, per Section 27-6605, which is located along the street ROW and behind the public utility easement (PUE).

h. **Section 27-6700. Exterior Lighting**

The DET, which includes a photometric plan, is in conformance with the applicable standards in Section 27-6700 of the Zoning Ordinance, including maximum illumination measured in foot-candles at ground level at the lot lines, and the use of full cut-off LED light fixtures.

i. Section 27-6800. Environmental Protection and Noise Controls

Staff find the application in conformance with the environmental regulations of Sections 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809, within Section 27-6800, Environmental Protection and Noise Control, of the Zoning Ordinance. US 301 (Robert Crain Highway) generates noise that impacts the site. Noise mitigation strategies have been incorporated into the DET and the application is in compliance with Section 27-6810 of the Zoning Ordinance. Noise mitigation is further detailed in Finding B.

Based on the level of design information currently available, and the limits of disturbance shown on the TCP2, the REF on the subject property have been preserved and/or restored to the fullest extent possible. Additional PMA impacts, compared to the approved PPS, are proposed with this application, detailed in the Environmental Planning Section referral, and summarized in Finding III.A(1)(3).

j. Section 27-6900. Multifamily, Townhouse, and Three-Family Form and Design Standards

The DET is in conformance with the applicable standards in Section 27-6900 of the Zoning Ordinance, including building orientation and configuration, building façade materials, and articulation, as shown on the architectural elevations, with the exception of one of the townhouse façades shown on the architectural plans. A condition is included herein to ensure all façades are in conformance. Further conditions are included requiring the identification of highly visible units and a tracking chart to ensure 60 percent of the full-front façades are constructed of brick, stone, or stucco, in accordance with this requirement.

k. Section 27-61200. Neighborhood Compatibility Standards

Per Section 27-61202(b) of the Zoning Ordinance, the subject application is exempt from the neighborhood compatibility standards because it abuts vacant land in a residential zone that consists of preserved open space that prevents any residential use of said vacant lots.

However, the applicant provided justification and explanation of how the proposal addresses the neighborhood compatibility standards. Staff have reviewed this analysis and the proposal and have found conformance with the requirements of Section 27-61200 of the Zoning Ordinance.

l. Section 27-61500. Signage

The residential gateway sign meets the requirements in Section 27-61506(b) of the Zoning Ordinance. The entrance sign is 11.67 square feet, which complies with the maximum area of 12 square feet.

m. Section 27-61600. Green Building Standards

The DET proposal is in compliance based on the required total four points and a provided 4.25 points. The following features are provided:

Home Energy Rating System index greater than 40 less than or equal to 60 (0.75); low flow toilet (0.5); low flow showers (0.5); low flow faucets (0.5); the use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet SWM requirements of the County Code (1.00); and appropriate stormwater infiltration systems that accommodate a minimum of 25 percent of the runoff (1.00) – total is 4.25 points out of the four points required.

Based on the analysis herein, the proposed development represents a reasonable alternative for satisfying the applicable standards of Subtitle 27, including those in Parts 4 and 6 of the Zoning Ordinance, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

B. Preliminary Plan of Subdivision PPS-2022-025: The DET is subject to the conditions of approval of PPS-2022-025 and Certificate of Adequacy ADQ-2022-071. If the application is revised, as conditioned herein, the proposed development will comply with all the relevant conditions of approval. PPS-2022-025 was approved with 23 conditions. The conditions relevant to the review of this DET are listed

below in bold text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 47842-2022-01, once approved, and any subsequent revisions.

An approved SWM Concept Plan 47842-2022-01 and letter was submitted with this DET application, which conforms to the approved SWM concept plan.

- 3. Prior to approval, the final plat of subdivision shall include:
 - a. The granting of a public utility easement along McKendree Road.
 - b. The granting of continuous public utility easements along at least one side of all private streets.
 - c. Dedication of public right of way for McKendree Road, in accordance with the approved preliminary plan of subdivision.

The DET shows the required PUEs and dedication of public ROW in accordance with the approved PPS, except along Private Road A. The applicant has indicated that at the time of final plat, they will submit a request for a variation from Section 24-4205 of the Subdivision Regulations, for the non-standard PUEs. If the variation is not approved, a DET amendment and revised final plat will be required showing a 10-foot-wide PUE along at least one side of all private rights-of-way.

4. At the time of final plat, in accordance with Section 24-4601(b)(4)(A)(i) of the Prince George's County Subdivision Regulations, approximately 4.62 +/- acres of parkland, as shown on the preliminary plan of subdivision (Parcel A), shall be conveyed to The Maryland National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:

Condition 4 and its eight sub conditions of the PPS approval require conveyance of approximately 4.62 acres of land, shown on the approved PPS as Parcel A, to be conveyed to M-NCPPC. The site plan and landscape plan depict Parcel A consisting of 4.62 acres, in conformance with this condition and the approved PPS, with a callout stating that this parcel is to be conveyed to M-NCPPC.

5. The applicant and the applicant's heirs, successors, and /or assignees shall construct the master-planned Timothy Branch Trail. The master-planned trail shall be designed in accordance with the standards outlined in the Parks and Recreation Facilities Design Guidelines. The timing of construction of the master-planned trail shall be determined with the approval of the detailed site plan (DET). A

public use easement or covenant shall be provided over the trail, with the width of the easement determined at the time of DET.

A 12-foot-wide public use easement is shown on the DET, centered along the 10-foot-wide master-planned trail. The applicant proposes to provide the trail prior to issuance of the 79th residential building permit. However, the Prince George's County Department of Parks and Recreation (DPR) disagrees with this proposal and recommends that the construction timing of the master-planned trail should be set prior to issuance of the 53rd residential building permit. The public use easement and maintenance agreement should be submitted with the recreational facilities agreement (RFA) for review and approval, prior to approval of the final plat.

- 9. In conformance with the recommendations of the 2009 Approved Countywide Master Plan of Transportation, and the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to acceptance:
 - a. The master-planned Timothy Branch trail along the property's McKendree Road frontage, and along the eastern edge of the property.
 - b. Five-foot-wide sidewalks along both sides of Private Street A, on its western and northern segments; along the west side of Private Street A, on its eastern segment; and on Parcels F, H, and J, in order to provide pedestrian access to the fronts of the private lots.
 - c. Americans with Disabilities Act accessible curb ramps and marked crosswalks along the access points on McKendree Road and throughout the entire site.
 - d. Shared lane markings (sharrows) along the frontage of McKendree Road, unless modified by the operating agency with written correspondence.

This condition shall not be construed to remove the applicant's right to request waivers or departures at the time of detailed site plan, in conformance with Section 27-3614 of the Prince George's County Zoning Ordinance which, if approved, may modify the above requirements.

Condition 9 requires and outlines certain bicycle and pedestrian facilities to be provided for the proposed development. These items are depicted on the site plan and landscape plan. However, instead of sharrows, the applicant has provided dedicated 5-foot-wide bike lanes. Staff find bicycle lanes to be an adequate alternative to sharrows along McKendree Road, for the purposes of this condition.

20. Prior to acceptance of the detailed site plan, the plan shall show the recommended noise wall needed to mitigate noise to below 55 dBA/Leq during the hours of 10:00 p.m. to 7:00 a.m. on Lots 24–29, and an associated detail.

The noise wall and its detail are shown on the DET, in conformance with the revised noise study dated December 3, 2024, required per Condition 23 below.

23. Prior to acceptance of the detailed site plan (DET), the applicant shall provide a revised noise study which shows the final locations of the dwelling units and noise barriers, and which shows the location of the mitigated 55 dBA/Leq noise contour, modeled using both the dwellings and noise barriers. The DET shall reflect the location of the mitigated 55 dBA/Leq noise contour as it is shown in the noise study.

The applicant provided the revised noise study dated December 3, 2024, in conformance with Condition 23. This report provides the location and requires mitigation with represented values to demonstrate conformance. However, it does not provide a supporting 55 dBA/Leq noise contour, nor does the DET reflect the noise contour. A revised noise study reflecting this contour should be provided prior to certification of the DET, and the DET must be revised to reflect the contour in conformance with the noise study.

- C. Certificate of Adequacy ADQ-2022-071: The property is the subject of Certificate of Adequacy ADQ-2022-071, which was approved by the Planning Director on December 19, 2023. This ADQ is valid for 12 years from the date of approval of the associated PPS-2022-025, subject to the additional expiration provisions of Section 24-4503(c). ADQ-2022-071 was approved with two conditions, one of which is relevant to the review of this DET and is listed below in bold text. Staff analysis of the project's conformance to the condition follows in plain text:
 - 1. Total development within the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 55 AM peak-hour trips and 63 PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of adequacy of transportation facilities and a new Preliminary Plan of Subdivision.

This DET submission includes trip generation information which demonstrates conformance to the approved trip cap. The subject application proposes 79 townhouses, which results in 55 AM peak-hour trips and 63 PM peak-hour trips. Staff find that the subject DET is within the trip cap established with ADQ-2022-071.

D. 2018 Prince George's County Landscape Manual:

The application is subject to the requirements of Section 4.1, Residential Requirements; Section 4.2, Landscape Strips Along Streets; Section 4.3, Parking Lot

Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements; and Section 4.10, Street Trees Along Private Streets, of the Landscape Manual. The submitted landscape plans show conformance to these requirements, except some schedules that require minor revisions and those sections for which alternative compliance is requested, as discussed below. Regarding Schedule 4.10, a condition is included herein requiring the applicant to revise it to only count the trees applicable to the requirement.

In addition, Alternative Compliance ACL-2024-003 is requested from Section 4.6, Buffering Development from Streets, and Section 4.10, Street Trees (for Private Streets), of the 2018 *Prince George's County Landscape Manual* (Landscape Manual).

Section 4.6 - Buffering Development from Streets

REQUIRED: Section 4.6(c)(1)(A)(iii) Buffering Residential Development from Streets, Major Collector or Arterial Road

	Lot 1
Linear feet of property line adjacent to the street	19 feet - McKendree Road
Minimum width of buffer	50 feet
Shade Trees (6 per 100 linear feet) *	1
Evergreen Trees (16 per 100 linear feet) *	3
Shrubs (30 per 100 linear feet) *	6

PROVIDED: Section 4.6(c)(1)(A)(iii) Buffering Residential Development from Streets, Major Collector or Arterial Road

	Lot 1
Linear feet of property line adjacent to the street	19 feet - McKendree Road
Minimum width of buffer	33 feet
Shade Trees (6 per 100 linear feet)	1
Evergreen Trees (16 per 100 linear feet)	2
Shrubs (30 per 100 linear feet)	20

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.6, Buffering Developments from Streets, which requires a minimum buffer width of 50 feet when the rear yards of single-family attached or detached dwellings are oriented toward a street classified as major collector, such as McKendree Road. The proposed rear yard of Lot 1 encroaches into the buffer, reducing the provided width to 33 feet. The applicant has provided planting units in this location beyond the requirement, to ensure there is an attractive view of the development from the street, and the rear yard is buffered. In addition, the applicant has proposed a 4-foot-high crossbuck fence (vinyl post and rail with stone columns) along McKendree Road, which does not reduce the required buffer, but still contributes to an attractive view of the property from McKendree Road.

Since the buffer width is only impacted for a single lot, and the provided plant units exceed the requirement, in addition to the provision of a decorative fence, the Alternative Compliance Committee finds the applicant's proposal equally as effective as normal compliance with Section 4.6, Requirements for Buffering Residential Development from Streets.

Section 4.10, Street Trees Along Private Streets

REQUIRED: Section 4.10(c) Street Trees Along Private Streets, along Private Road A

Linear feet of Frontage	1,667 feet
Number of Street Trees (1 per 40 linear feet)	42

PROVIDED: Section 4.10(c) Street Trees Along Private Streets, along Private Road A

Number of Street Trees	13
Number of shade, ornamental, and evergreen	50
trees located outside of, but proximate to, the	
private rights-of-way	

Justification of Recommendation

The applicant also requests alternative compliance from Section 4.10(c), Street Trees Along Private Streets, which requires one street tree per 40 linear feet of frontage. Per Section 4.10(c)(10), street trees shall be located a minimum of 20 feet from the point of curvature of an intersection of two streets. In addition, Section 4.10(c)(11) requires that street trees be located a minimum of 10 feet from the point of curvature of residential driveway entrances. Finally, Section 4.10(c)(7) requires a minimum of 144 cubic feet of soil per isolated tree and 120 cubic feet per tree within a continuous open landscaping strip. The driveways for single-family attached homes, the narrow space between driveways, on-street parking, and easement constraints limit the number of street tree locations.

The applicant has provided the maximum amount of street trees given the space limitations of the proposed development with on- and off-street parking. As an alternative, the applicant has proposed additional plantings, as close to the private streets as possible, but outside of public utility easements, which meets the purposes and objectives of Section 4.10, by enhancing the private streets both visually and environmentally. The greater variety of these trees will enhance the streetscape to include shade trees, ornamental trees, and evergreens proximate to the private ROW.

Given the additional plantings close to the private street, the Planning Director finds the applicant's proposal, as conditioned below, equally effective as normal compliance with Section 4.10.

E. The Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This project is subject to the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the application is for a

new DET, and subject to the Environmental Technical Manual. TCP2-043-2024 was submitted with this application. Based on the TCP2, the gross tract area is 12.86 acres with 4.54 acres of 100-year floodplain and has a net tract area of 8.32 acres. The site contains 2.30 acres of woodland in the net tract and 3.37 acres of woodled floodplain. The project proposes the removal of 2.11 acres of woodland for a woodland conservation requirement of 3.30 acres. According to the TCP2 worksheet, the requirement is proposed to be met with 0.19 acre of woodland preservation on-site, 0.70 acre of afforestation/reforestation on-site, and 2.41 acres of off-site woodland conservation credits. The draft TCP2 is in general conformance with TCP1-019-2023. A variance was approved for the removal of two specimen trees with the Planning Board's approval of PPS-2022-25. No further specimen trees are to be removed with this application. The TCP2 requires minor revisions to be found in conformance with the WCO, which are included in the recommended condition contained herein.

Technical revisions to the TCP2 are required and included in the conditions listed in the Recommendation section of the technical staff report.

- F. The 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 RSF-A are required to provide a minimum of 20 percent of the net tract area covered by tree canopy. The subject site is 8.32 net acres and the required TCC is 1.66 acres. The site plan proposes sufficient TCC between on-site woodland conservation and proposed landscape trees to meet the minimum requirement.
- **G. Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:
 - 1. **Community Planning**—In a memorandum dated December 9, 2024 (Calomese to Myerholtz), the Community Planning Division indicated that master plan conformance is not required for this application.
 - 2. **Subdivision**—In a memorandum dated December 17, 2024 (Bartlett to Myerholtz), the Subdivision Section provided a review of conditions attached to prior approvals, noting that this DET application is in conformance with the approved PPS. Technical corrections were recommended, which have been included as conditions herein.
 - 3. **Transportation Planning**—In a memorandum dated December 17, 2023 (Daniels to Myerholtz), the Transportation Planning Section provided a review of conditions attached to prior approvals and of the applicable Part 27-6 development standards, which are incorporated into the findings above. The Transportation Planning Section determined that the application is acceptable and meets the findings for pedestrian and bicycle transportation purposes.
 - 4. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated December 16, 2024 (Thompson to Myerholtz), DPR

noted that the timing of construction of the master-planned trail should be set prior to issuance of the 53rd residential building permit and detailed within the public RFA. The public use easement and maintenance agreement shall be submitted with the RFA for review and approval, prior to approval of the final plat.

- 5. **Environmental Planning**—In a memorandum dated December 16, 2023 (Meoli to Myerholtz), the Environmental Planning Section included a discussion of relevant previous conditions of approval, which have been incorporated into the findings and demonstrate conformance with applicable sections of the Zoning Ordinance and WCO. Staff recommend approval of the DET and TCP2, subject to conditions that have been included herein.
- 6. **Prince George's County Health Department**—In a memorandum dated December 12, 2024 (Adepoju to Myerholtz), the Health Department noted a sufficient number of market/grocery stores within a half mile radius. During the demolition and construction phases, noise and dust should not be allowed to adversely impact activities on the adjacent properties.
- 7. **Prince George's County Fire/EMS Department**—In a memorandum dated October 29, 2024 (Reilly to Myerholtz), the Fire/EMS Department indicated that fire department connections should be revised to avoid conflict with vehicles. Where 22-foot roads are provided, and no additional pavement is provided, there can be no on-street parking. Conditions are included herein to provide fire lane markings and signage.
- 8. **Historic Preservation**—In a memorandum dated December 4, 2024 (Stabler to Myerholtz), the Historic Preservation Section indicated that the subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.
- 9. **Permit Review**—In a memorandum dated December 8, 2024 (Meneely to Myerholtz), the Permit Review Section had no comments.
- 10. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 5, 2024 (Deguzman to Myerholtz), DPIE noted items pertaining to roadway improvements, and water and sewer infrastructure, that will be evaluated during permitting. DPIE stated they have no objection to the application.
- 11. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA had not offered comments on the subject application.
- 12. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC had not offered comments on the subject application.

- 13. **Prince George's County Department of Public Works and**Transportation (DPW&T)—In a memorandum dated December 2, 2024
 (Quaiyum to Myerholtz), DPW&T indicated that the applicant should construct a Rapid Rectangular Flashing Beacon for a pedestrian crosswalk at the west property entrance, along McKendree Road, facilitating safe pedestrian access to and from the Dobson Ridge Subdivision. This application is not subject to a finding of bicycle and pedestrian adequacy, which may require on- or off-site transportation improvements. However, transportation improvements required by DPIE may be addressed at the time of permitting.
- 14. **Prince George's County Soils Conservation District (PGSCD)**—At the time of the writing of this technical staff report, PGSCD had not offered comments on the subject application.
- **H. Community Feedback:** At the time of the writing of this technical staff report, the Prince George's County Planning Department had not received any written correspondence from the community regarding the subject application.

IV. RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DET-2022-020, Alternative Compliance ACL-2024-003, and Type 2 Tree Conservation Plan TCP2-043-2024, for McKendree Road Property, subject to the following conditions:

- 1. Prior to certification of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall include:
 - a. A minimum of three dog waste stations, to be located at amenity sites within the development and along the Timothy Branch trail.
 - b. A chart identifying the locations of highly visible lots, subject to approval by the Urban Design Section, as designee of the Prince George's County Planning Board.
 - c. A table to identify and track residential units where the full front façades will be constructed of brick or similar material, and those units that are highly visible and require a greater percentage of their façade area to be clad with brick or similar material.
 - d. A revised architectural plan set that shows all proposed facades conform to Section 27-6900(e)(3) of the Prince George's County Zoning Ordinance.
 - e. A revised Type 2 tree conservation plan, adding the following note to the plan under the specimen tree table:

"NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on January 4, 2024, with PPS-2022-025, for the removal of two specimen trees (Section 25-122(b)(1)(G)), ST-21, a 34-inch Red maple, and ST-25, a 40-inch Red maple."

- f. A revised noise study in conformance with Condition 23 of Preliminary Plan of Subdivision PPS-2022-025, which shows the location of the mitigated 55 dBA/Leq noise contour, modeled using both the dwellings and noise barriers. Show and label this contour on the site plan.
- g. An updated Open Space Set-Aside diagram that shows the proposed parkland dedication as conforming to the active recreation requirement per Section 27-6404(a)(1) of the Prince George's County Zoning Ordinance.
- h. Fire lane markings and signage, the locations and details of which shall be pursuant to the specifications of the Prince George's County Fire Department.
- i. Continue the sidewalk along the property frontage up to the western edge of the property line, unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement, the Department of Public Works and Transportation, or the Maryland State Highway Administration in accordance with a specified code requirement, policy requirement, or guideline.
- j. A revised recreational facilities schedule to show that construction of the master-planned trail shall be completed prior to issuance of the 53rd residential building permit, which may be modified by the Director of the Prince George's County Department of Parks and Recreation or their designee.
- 2. Prior to certification of the detailed site plan (DET), the landscape plans shall be revised as follows:
 - a. Correct the Section 4.10 schedule to only count trees located within the right-of-way.
 - b. Provide a dimension for the linear feet of frontage on Private Road A on the landscape plans.
- 3. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

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

4. At the time of final plat, the applicant shall submit a request for a variation from Section 24-4205 of the Prince George's County Subdivision Regulations. If the variation is not approved, a detailed site plan amendment and revised final plat will be required showing a 10-foot-wide public utility easement along at least one side of all private rights-of-way.

MCKENDREE ROAD

Detailed Site Plan

Case: DET-2022-020

TCP2-043-2024

ACL-2024-003

Staff Recommendation: APPROVAL with conditions

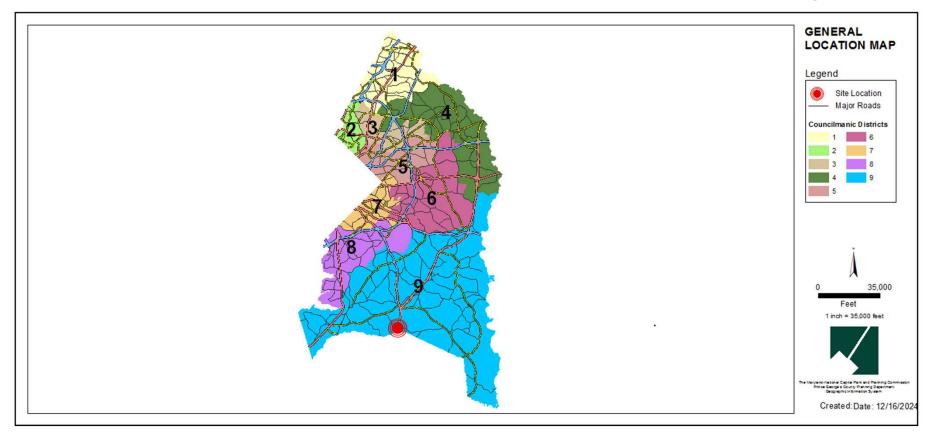


GENERAL LOCATION MAP

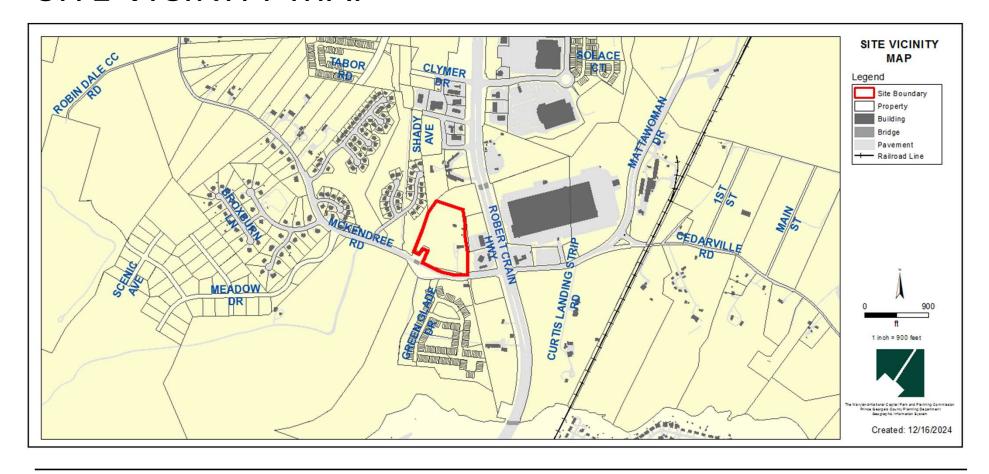
Council District: 09

Case: DET-2022-020

Planning Area: 85A



SITE VICINITY MAP

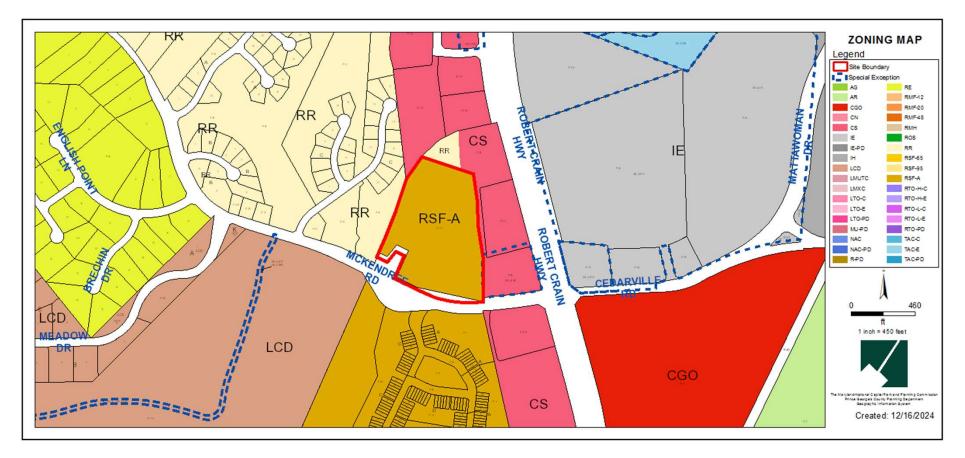


Case: DET-2022-020

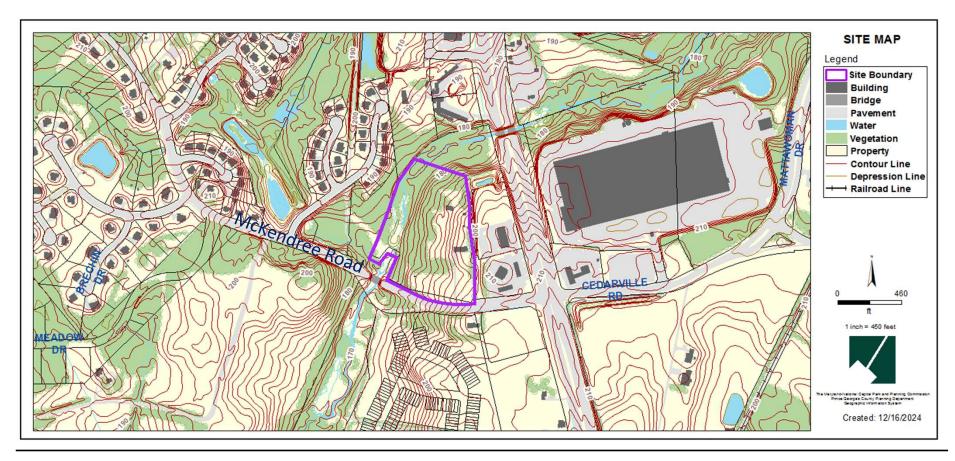
ZONING MAP

Property Zone: RSF-A

Case: DET-2022-020

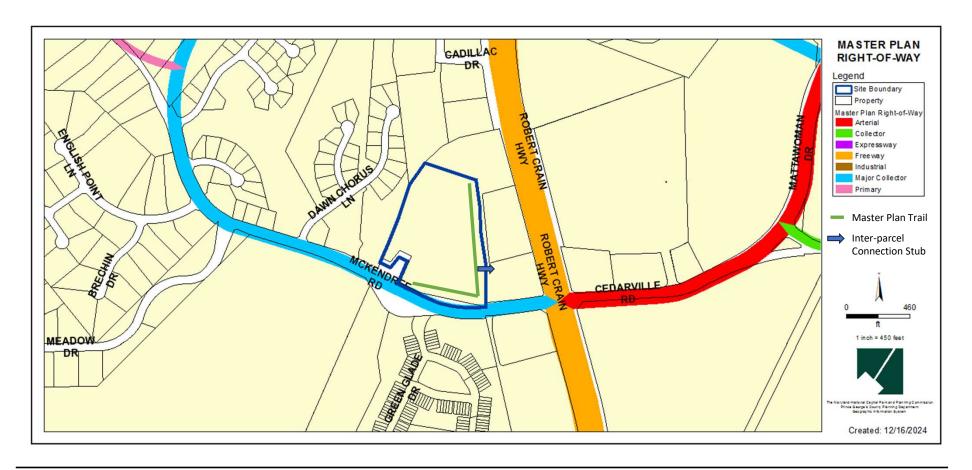


SITE MAP



Case: DET-2022-020

MASTER PLAN RIGHT-OF-WAY MAP



Case: DET-2022-020

Item: 5 1/16/2025 Slide 6 of 13

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

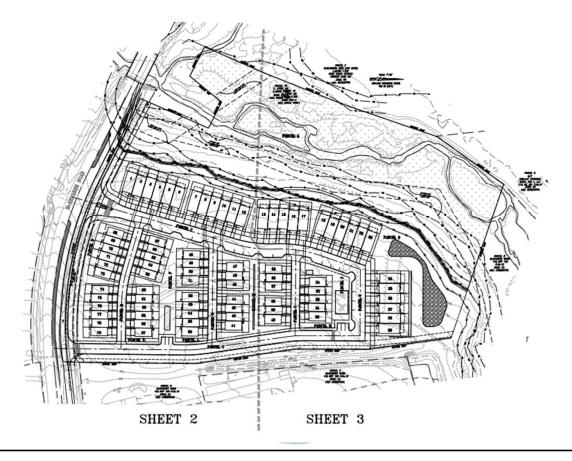
Case: DET-2022-020

Parkland Dedication (to M-NCPPC)



Item: 5 1/16/2025 Slide 7 of 13

DETAILED SITE PLAN



Case: DET-2022-020

ARCHITECTURAL ELEVATIONS

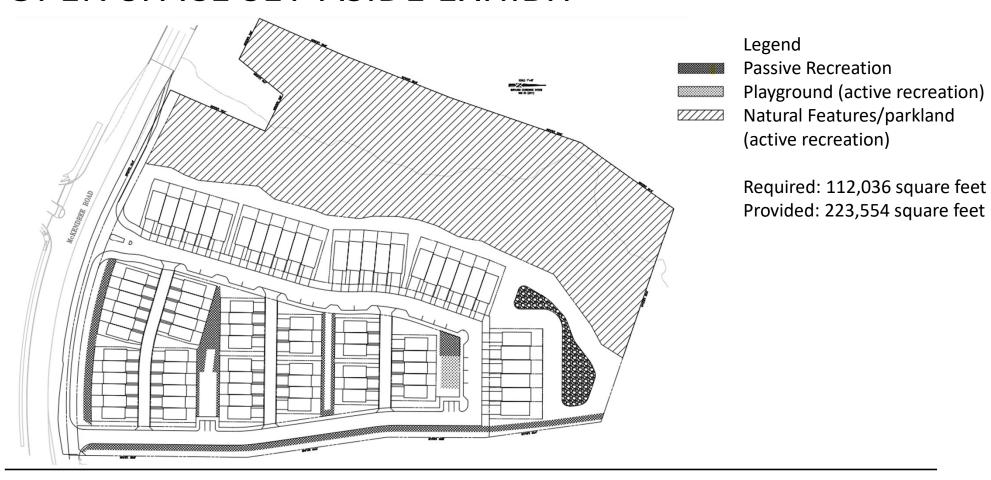


Case: DET-2022-020



Item: 5 1/16/2025 Slide 9 of 13

OPEN SPACE SET-ASIDE EXHIBIT



Case: DET-2022-020

Item: 5 1/16/2025 Slide 10 of 13

ILLUSTRATIVE RENDERING



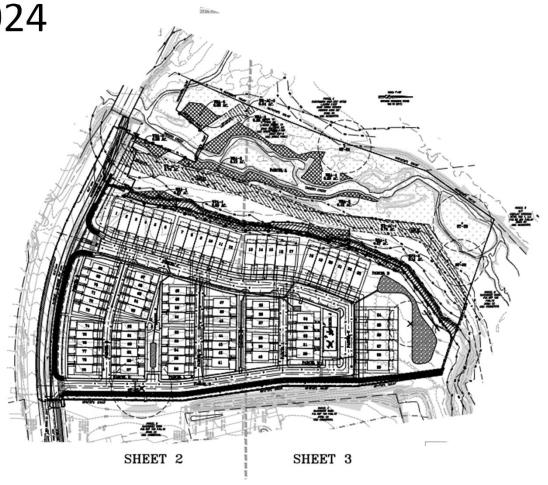
Case: DET-2022-020

Item: 5 1/16/2025 Slide 11 of 13



Case: DET-2022-020





STAFF RECOMMENDATION

APPROVAL with conditions

- DET-2022-020
- TCP2-043-2024
- ACL-2024-003

No Issues

Applicant Required Mailings:

Informational Mailing 1/25/2024

Case: DET-2022-020

Acceptance Mailing 10/11/2024

Item: 5 1/16/2025 Slide 13 of 13

AGENDA ITEM: 5 AGENDA DATE: 1/16/2025

AMENDED STATEMENT OF JUSTIFICATION

MCKENDREE ROAD DET-2022-020

APPLICANT: Christopher Land, LLC

10461 White Granite Drive, Suite 250

Oakton, Virginia 22124

OWNER: C Store Inc.

1464 Ingleside Avenue McLean, Virginia 22101

ATTORNEY/

CORRESPONDENT: Matthew C. Tedesco, Esq.

Dominique Lockhart, AICP McNamee Hosea, P.A. 6404 Ivy Lane, Suite 820 Greenbelt, Maryland 20770 (301) 441-2420 Voice (301) 982-9450 Fax

mtedesco@mhlawyers.com dlockhart@mhlawyers.com

CIVIL ENGINEER: Charles P. Johnson & Associates, Inc.

Philip Hughes Jason Dunlap

1751 Elton Road, Suite 300 Silver Spring, Maryland 20903

(301) 434-70000 <u>PHughes@cpja.com</u> JDunlap@cpja.com

TRAFFIC ENGINEER: Lenhart Traffic Consulting, Inc.

Michael Lenhart, P.E., PTOE

645 Baltimore Annapolis Boulevard, Ste. 214

Severna Park, Maryland 21146

(410) 216-3333 Voice

mlenhart@lenharttraffic.com

REQUEST: Detailed Site Plan (DET) for development of approximately

79 single-family attached (Townhouse) residential units in

the RSF-A Zone.

Waiver, pursuant to Section 27-6207(b)(2) of the requirement in Section 27-6207(b), respectively, for pedestrian walkway cross-access between the developments.

Waiver, pursuant to Section 27-6208(b)(2) of the requirement in Section 27-6208(b), respectively, for bicycle cross-access between any internal bicycle circulation system on adjoining parcels. Alternative Compliance (ACL-2024-003) for Section 4.10, Street Trees for Private Streets, pursuant to Section 1.3 of the Prince George's County Landscape Manual (Note, a separate SOJ has been submitted for ACL-2024-003).

I. <u>DESCRIPTION OF PROPERTY</u>

- 1. Address 16400 McKendree Road, Brandywine, Maryland 20613.
- 2. Proposed Use Development of approximately 79 single-family attached (townhouse) residential units in the RSF-A Zone.
- 3. Election District 11.
- 4. Councilmanic District 9.
- 5. Lots 79
- 6. Parcels 13
- 7. Total Gross Acreage 12.86 Acres.
- 8. Total Net Acreage -8.32 Acres (the net acreage excludes the 4.54 acres within the 100-Year Floodplain)
- 9. Total Net Developable Area Outside of PMA 8.32 acres (net developable area excludes the 4.54 acres of existing PMA).
- 10. Tax Map & Grid 164-F1.
- 11. Location North side of McKendree Road, approximately 400 feet west of its intersection with US 301 (Crain Highway).



- 12. Zone RSF-A
- 13. Density Calculation 9.50 DU/Acre (16.33 DU/acre allowed)
- 14. Zoning Map 221SE07
- 15. General Plan Growth Policy Established Communities.

II. NATURE OF REQUEST

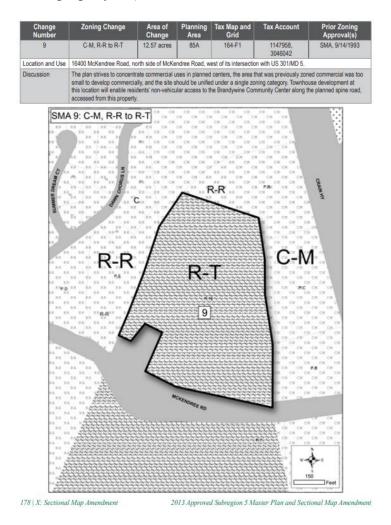
Christopher Land, LLC (hereinafter the "Applicant") is requesting the approval of a Detailed Site Plan (DET) to construct approximately 79 single-family attached (townhouse) residential units in the Residential Single Family-Attached (RSF-A) Zone. The applicant is also requesting a Waiver pursuant to Section 27-6207(b)(2) of the requirement in Section 27-6207(b)(1) to provide pedestrian walkway cross-access between the developments; and a Waiver pursuant to Section 27-6208(b)(2) of the requirement in Section 27-6208(b)(1) to provide internal bicycle circulation system to provide bicycle cross-access between any internal bicycle circulation system on adjoining parcels.

III. APPLICANT'S PROPOSAL

The Applicant presents in this Detailed Site Plan (DET-2022-020) application a new residential development for the property located at 16400 McKendree Road, Brandywine, Maryland 20613 (the "Subject Property") consisting of approximately 79 townhouse units in the RSF-A Zone.

The 12.86-acre site is located on the north side of McKendree Road, approximately 400 feet west of its intersection with US 301 (Crain Highway). The property is described by deed in Book 42959 Page 328 of the Prince George's County Land Records and is not subject to a prior record plat. In accordance with Section 24-4503 of the Prince George's County Subdivision Regulations, the recently approved preliminary plan of subdivision (PPS-2022-025) was supported by and subject to an approved Certificate of Adequacy (ADQ-2022-071). The Subject Property lies within the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment ("Master Plan" and "SMA"), which rezoned the subject property from the Commercial Miscellaneous (C-M) Zone and Rural Residential (R-R) Zone to the Residential Townhouse (R-T) Zone. (See SMA

Change No. 9 at p. 178). Specifically, the basis for the comprehensive rezoning of the property to the R-T Zone was because "[t]he plan strives to concentrate commercial uses in planned centers, the area that was previously zoned commercial was too small to develop commercially, and the site should be unified under a single zoning category. Townhouse development at this location will enable residents' non-vehicular access to the Brandywine Community Center along the planned spine road, accessed from this property." (*Id.*)



The Master Plan establishes development policies, objectives and strategies that are consistent with the recommendations of the 2002 *Prince George's County Approved General Plan*. It was approved with three distinct areas, each with their own personality: the Accokeek, Brandywine, and Clinton/Tippett areas. Economic development and growth are primarily directed toward the MD 5 corridor and Brandywine.

Brandywine is the subregion's most diverse community, including rural, residential, large-scale industrial, and highway-oriented commercial uses. One of the goals of the Brandywine area is to "Establish a mixed-use, transit-oriented Brandywine Community Center along MD 5 between the area near the MD 5/US 301 interchange and north of the intersection of MD 5 McKendree/Cedarville roads." (page 45). The master plan recommends a future land use of

residential medium-high density development on the subject property (Map IV-1: Future Land Use, page 32, and Map IV-4: Brandywine Community Center and Surrounding Area, page 49).



Since the adoption of the Master Plan, in 2014, the County updated a new General Plan, known as "Plan Prince George's 2035" (Plan 2035), which placed the subject property in the Established Communities Growth Policy Area. Plan 2035:

Classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established Communities are most appropriate for context-sensitive infill and low-to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

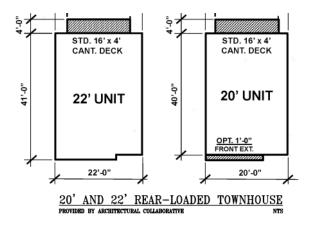
(Plan 2035 at page 20). Plan 2035 also specifically provides that "[a]ll planning documents which were duly adopted and approved prior to the date of adoption of Plan 2035 shall remain in full force and effect, except for the designation of tiers, corridors, and centers, until those plans are revised or superseded by subsequently adopted and approved plans." (Plan 2035 at page 270). Thus, the Master Plan is still applicable.

Pursuant to County Council Bill CB-013-2018, the Prince George's County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment ("CMA"). Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the R-T Zone to the RSF-A Zone.

DESIGN FEATURES

The proposed development consists of approximately 79 townhouse units. The applicant is proposing three architectural models: the Cameron; the Carlyle; and the Gunston. All models have a 40-foot depth and vary in width. A breakdown of the offered models for this development is as follows:

- Cameron 3-story (with an optional loft): 20' x 40' 2-Car Rear Loaded Garage
- Carlyle 3-story (with an optional loft): 22' x 40' 2-Car Rear Loaded Garage



• Gunston - 3-story (with an optional loft): 24' x 40' 2-Car Front Loaded Garage



24' FRONT-LOADED TOWNHOUSE

The McKendree Road townhouse product has been designed with a simple curated elegance that will complement and enhance nearby communities. The elevations offer a variety of material and architectural elements such as masonry veneer, horizontal siding, bay windows, balconies, and optional decks. The cantilever canopy over each entry door provides a 21st century touch/element. Rendered elevations for each model are further depicted below:

The Cameron and Carlyle:



The Gunston:



The proposed development is designed in a balanced and meaningful way that achieves the Subregion 5 Master Plan's goal to promote medium-high residential density on the subject property. As described in more detail herein, this goal, along with the future land use recommendation is reflected in the fact that the property was retained in the R-T Zone, and now the RSF-A Zone.

The property is currently improved with a single-family dwelling and associated accessory structures, which will be razed. As depicted on the approved NRI (NRI-082-05), the property is impacted by unique environmental conditions (i.e. 100-year floodplain, wetlands, streams and their associated buffers) that significantly restrict the developable area of the property. The Primary Management Area ("PMA") makes up 4.54 acres of the 12.86 acres site. The proposed

development is designed outside of the PMA, and away from the sensitive environmental features listed above.

In addition, the development is required to provide a 20 percent minimum open space set-aside. An exhibit is provided demonstrating that this requirement will be met through preservation of natural features, SWM areas, landscape buffering, and passive recreation totaling approximately 6.28 acres, or 49 percent of the site acreage. An existing conditions plan and rendered plan of the development is provided below.



Existing Conditions



Proposed Layout

IV. <u>COMMUNITY</u>

The subject property is in Planning Area 85A, and Councilmanic District 9. More specifically, the site is located on the north side of McKendree Road, approximately 420 feet west of its intersection with Robert Crain Highway (US 301) in Brandywine, Maryland. The property

is also located in the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment area and is currently zoned RSF-A.

The subject property is surrounded by the following uses:

North: Vacant land in the RR Zone, and vacant land and existing commercial uses in the Commercial, Service (CS) Zone.

South: McKendree Road and beyond the Dobson Ridge development with single-family attached residential in the RSF-A Zone.

East: Existing commercial use in the CS Zone, and beyond Robert Crain Highway (US 301).

West: Vacant land and single-family detached residences in the RR Zone.

The Master Plan also designates Brandywine as a commercial growth area with the focus of development and growth. Major Subregion 5 Master Plan recommendations for the area include focusing residential and commercial development near the interchange of US 301 and master planned arterial road (A-55), a portion of which will be constructed east of the subject property — on the other side of the Timothy Branch stream. Further, as provided in the SMA for the Subject Property, "townhouse development at this location will enable residents' non-vehicular access to the Brandywine Community Center along the planned spine road, accessed from this property." The implementation of the zoning and the proposed development that is consistent with the plan's vision is to move towards the plan's goal of implementing transit-oriented development within the designated Brandywine Community Center.

The Vision for the Brandywine area is:

Brandywine develops into the center envisioned in the 2002 Prince George's County Approved General Plan. It is a large, mixed-use community within the MD 5/US 301 corridor with transit-oriented neighborhoods designed so residents and employees can walk to nearby bus or light rail commuter stations. A variety of housing choices are available to residents, from apartments to single-family dwellings, and there are many opportunities to shop, dine, and be entertained. A well-planned road network allows local traffic to circulate throughout the community without relying, on the regional highway network. A key feature in Brandywine is the network of pedestrian trails and bike paths that connect living areas to schools, shops, and parks. East of Brandywine is the original village of Brandywine, is a vital part of the larger community and includes one-of-a-kind restaurants and small shops along a traditional main street, MD 381. West of Brandywine, the land uses transition to rural, low density residential development.

(Master Plan at p. 28).

The Future Land Use Map (Map VI-1; p. 32), recommends the Subject Property for Residential Medium High. The Master Plan, on page 33, discusses this area:

Residential medium high and residential high areas can be developed as single-family or *townhouse development* and are limited to several small areas in Clinton east of Clinton Park Shopping Center, and west of MD 5 near the Southern Maryland Hospital Center. Other residential medium high and residential high areas are designated *in or near the future Brandywine Community Center*.

(Master Plan at p. 33) (emphasis added).

A residential medium-high density development of townhouses fits the Brandywine Vision and the goals and policies of the Master Plan. Key elements of the proposed development include townhouses, open spaces, pedestrian paths and sidewalks, and bike paths and lanes connecting residents with a series of public recreational facilities throughout the surrounding community.

Plan 2035 also designates Brandywine as a Local Town Center, which is a focal point for future development and infrastructure improvements. Local Centers are those areas "recommended for medium to medium-high residential development, along with limited commercial uses" (Plan 2035 at p. 19). The subject property is located in close proximity to the Brandywine Town Center and was comprehensively rezoned due to the access this property has to the said Town Center.

The Subject Property is in the Sewer Envelope and currently in Water Category 4 and Sewer Category 4 (Community System Adequate for Development Planning). This category includes all properties inside the Sewer Envelope for which the subdivision process is required and facilitates the filing of this application. Administrative advancement to Water and Sewer Category 3 will be necessary prior to record plat.

Fulfilling the planning goals and policies of the Master Plan, SMA, and Plan 2035, the project consists of approximately 79 townhouse units. The proposed development presents a project in keeping with the Master Plan's recommendations in an area where public facilities are available to meet the needs of residents, is context sensitive, and provides an aesthetically pleasing neo-traditional grid pattern layout of streets and alleys that complement the surrounding community.

V. GENERAL CRITERIA FOR DET APPROVAL

Pursuant to County Council Bills CB-13-2018 and CB-15-2018, the Prince George's County Council adopted a new Zoning Ordinance (Subtitle 27 of the County Code), which was to become effective upon the approval of the Countywide Sectional Map Amendment (CMA).

Pursuant to Council Resolution CR-136-2021, the new Zoning Ordinance became effective on April 1, 2022. As a result, the subject property was rezoned from the R-T Zone to the RSF-A Zone.

Unlike the prior R-T Zone, the RSF-A Zone does not automatically trigger the requirement to obtain approval of a detailed site plan prior to permit. However, since the exemption under Section 27-3605(a)(2)(N) ("Construction, expansion, or alteration of townhouse and/or multifamily dwelling development of less than ten (10) units) does not apply – the applicant is proposing approximately 79 single-family units – a detailed site plan is required.

Section 27-3605. Detailed Site Plan.

- (e) Detailed Site Plan Decision Standards.

 A detailed site plan may only be approved upon a finding that all of the following standards are met:
 - (1) The proposed development represents a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application (or any other previously approved applications as incorporated herein, as needed), the applicant contends that DET-2022-020 represents the most reasonable alternative for satisfying the applicable standards of this Subtitle without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended use.

(2) All conditions of approval in any development approvals and permits previously approved for the property have been considered and imposed as necessary to satisfy the applicable standards of this Subtitle;

COMMENT: On January 4, 2024, the Planning Board approved PPS-2022-025 (PGCPB Resolution No. 2024-002 was adopted on January 25, 2024). Additionally, the Planning Director approved Certificate of Adequacy ADQ-2022-071 on December 19, 2023. DET-2022-020 complies with all applicable conditions of these approvals. See Section IX. (Prior Approvals) infra for additional analysis of all applicable conditions of approval.

(3) The proposed development demonstrates the preservation and/or restoration of the regulated environmental features in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-4303(D)(5) of Subtitle 24: Subdivision Regulations;

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 (NRI-082-05) is included in the DET-2022-020 review package. This project is subject to the 2010

Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the PPS application was for a new PPS, and subject to the ETM. TCP1-019-2023 was approved by the Planning Board on January 4, 2024. The total woodland conservation requirement based on the amount of clearing proposed is 3.30 acres. The woodland conservation requirement is proposed to be satisfied with 0.89 acres of on-site woodland conservation, consisting of 0.19 acres of woodland preservation and 0.70 acre of afforestation. A total of 2.41 acres of off-site credits are proposed to meet the remainder of the requirements. Finally, the site contains five specimen trees having a condition rating from poor to fair. The current design will remove two of the on-site specimen trees. The Planning Board, pursuant to Section 25-119(d)(1) of the WCO, approved a variance for the removal of two (2) specimen trees with PPS-2022-005. As demonstrated on the submitted Tree Conservation Plan, all regulated environmental features have been preserved and/or restored to the fullest extent possible.

(4) Proposed development located within a Planned Development (PD) zone shall be in conformance with the PD Basic Plan and PD Conditions of Approval that apply to that development;

COMMENT: Not applicable. The subject property is located in the RSF-A Zone and not within a Planned Development (PD) Zone.

(5) The proposed development conforms to an approved Tree Conservation Plan, if applicable;

COMMENT: The proposed development conforms. TCP1-019-2023 was approved by the Planning Board on January 4, 2024. Filed in conjunction with this application is a TCP2.

(6) The development proposed in a detailed site plan for infrastructure complies with applicable regulations of PART 27-6: Development Standards, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge;

COMMENT: Not applicable. DET-2022-020 is not a detailed site plan for infrastructure. Nevertheless, and as provided below in Section VII, the proposed development complies with the applicable development standards.

- (7) Places of worship on a lot between one (1) and two (2) acres in size shall also meet the following standards:
 - (A) The minimum setback for all buildings shall be twenty-five (25) feet from each lot line;
 - (B) When possible, there should be no parking or loading spaces located in the front yard; and

(C) The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.

COMMENT: Not applicable. DET-2022-020 is not proposing a place of worship.

(8) Notwithstanding any other provision in this Section to the contrary, in determining whether to approve an alteration, extension, or enlargement of a legal conforming building, structure, or use filed in conformance with Section 27-1707(c), the Planning Board shall find that the proposed alteration, extension, or enlargement will benefit the development and will not substantially impair implementation of any applicable area master plan or sector plan.

COMMENT: Not applicable. DET-2022-020 is not proposing an alteration, extension, or enlargement of a legal conforming building, structure, or use.

VI. CONFORMANCE WITH REQUIRED FINDINGS WITH THE RSF-A ZONE

In accordance with the Zoning Ordinance, the Planning Board must make the following findings or approval of a DET in the RSF-A Zone as follows:

Sec. 27-4200. Base Zones

Sec. 27-4202. Residential Base Zones

- (a) General Purposes of Residential Base Zones
 The Residential base zones established in this Section are intended to provide
 a comfortable, healthy, safe, and pleasant environment in which to live and
 recreate. More specifically, they are intended to:
 - (1) Provide appropriately located lands for residential development that are consistent with the goals and policies of the General Plan and the applicable Area Master Plan or Sector Plan;
 - (2) Ensure adequate light, air, privacy, and open space for each dwelling, and protect residents from the negative effects of noise, excessive population density, flooding, and other significant adverse environmental impacts;
 - (3) Ensure protection from fires, explosions, toxic fumes and substances, and other public safety hazards;
 - (4) Provide for residential housing choice, affordability, and diversity with varying housing densities, types, and designs;
 - (5) Provide for safe and efficient vehicular, bicycle, and pedestrian access and circulation, and neighborhoods that promote multiple forms of mobility;

- (6) Provide for the public services and facilities needed to serve residential development;
- (7) Protect the existing character of lands in the residential zones from incompatible development;
- (8) Accommodate new infill development and redevelopment that is consistent with the context and the character of the residential zone in which it is located; and
- (9) Promote sustainable development in terms of energy efficiency and conservation, greenhouse gas reductions, food security, materials recycling, and similar sustainability goals.

COMMENT: As provided herein, DET-2022-020 advances the general purposes of the Residential Base Zones. The proposed development is consistent with applicable planning policies and goals provided in Plan 2035 and the Master Plan. The master plan recommends a future land use of residential medium-high density development on the subject property (page 32 and page 49). The proposed density of 9.50 DA/acre is within the permitted range of the RSF-A Zone and is consistent with the recommendations outlined in the Master Plan. Plan 2035 places the subject property in the Established Communities growth policy area. The vision for the Established Communities area is to create the most appropriate context-sensitive infill and low- to medium density development (page 20). The development is designed to be compatible, context sensitive, and in character with adjacent properties and the larger surrounding neighborhood. To the west of the subject property is a residential subdivision containing single-family detached homes. To the east of the property are commercial uses. Through the strategic design and placement of the dwellings, the proposed townhouse development prioritizes preservation of the scenic and natural environment, pedestrian oriented amenities, and quality design that blends into the surrounding neighborhood.

As demonstrated on the submitted site plan, the development is proposing 50% of open space. Given the preservation of environmental features on the site, the development ensures adequate light, air, privacy, open space, and protects against noise, excessive population density, etc. The site plan also includes sidewalks along the frontage of McKendree Road and along all internal roadways. Crosswalks will be provided throughout the site for continuous pedestrian connections. Additionally, in conformance to Section 27-61600, Green Building Standards, several green building items are being provided with this application including low flow fixtures, environmental site design, and several stormwater management features.

Finally, The DET proposes 3 different architectural townhouse unit types, including 20-foot rear loaded townhouse, 22-foot rear loaded townhouse, and a 24-foot front loaded townhouse model. As demonstrated in the elevations provided, the townhouse units will include a variety of elevation styles, materials, and architectural features.

(f) Residential, Single-Family-Attached (RSF-A) Zone:

(1) Purposes:
The purposes of the Reside

The purposes of the Residential, Single-Family-Attached (RSF-A) Zone are:

- (A) To provide for development in a form that supports residential living and walkability, is pedestrian oriented and is well connected to surrounding lands;
- (B) To provide development that is respectful of the natural features of the land; and
- (C) To provide development that is compatible with surrounding lands.

COMMENT: DET-2022-020 advances the purposes of the RSF-A Zone. As mentioned herein, the proposed development respects and preserves the natural features of the land. Specifically, as depicted on the approved NRI (NRI-082-05), the property is impacted by unique environmental conditions (i.e. 100-year floodplain, wetlands, streams, and their associated buffers) that significantly restrict the developable area of the subject property. The Primary Management Area ("PMA") makes up 4.54 acres of the 12.86 acres site, effectively limiting the developable area of the site. The proposed development is designed outside of the PMA, and away from the sensitive environmental features listed above. Consequently, the topographical and environmental conditions prevent development in the northern and eastern regions of the property. The location of the tributaries and floodplain make it necessary to grade the site in a way that limits impacts to the PMA, tie into existing grades, provide 100-year stormwater management, and comply with development standards for proposed streets, driveways, and buildings. The design, with the proposed amenities, provides a development that will support residential living, feature distinct architectural features, pedestrian connectivity, and is context sensitive to the surrounding neighborhood.

(2) Intensity and Dimensional Standards:

(2) Intensity and Dimensional Standards					
Standard(1)	Single-Family Detached Dwelling	Two-Family Dwelling	Three-Family Dwelling	Townhouse Dwelling	Other Uses
Density, max. (du/ac of net lot area)	8.70	32.66	12.44	16.33	No requirement
Net lot area, min. (sf)	5,000	No requirement	No requirement	No requirement	6,500
1 Lot width, min. (ft)	50	60 (8)	40	20 (5)	45
Lot frontage (width) at front street line, min. (ft)	40	48 (9)	32	16	36
Lot coverage, max. (% of net lot area)	40	45 (2)	40 (2)	45 (2)	60
Pront yard depth, min. (ft)	15	15	15	15	15
Side yard depth, min. (ft) (3)	8	8 (4)	8 (4)	8 (4)	8
4 Rear yard depth , min. (ft)	20	20 (7)	20	20 (7)	20
S Principal structure height, max. (ft)	40	50	40	50	40
Accessory structure height, max. (ft) (6)	25	25	25	25	25

NOTES: du/ac = dwelling units per acre; sf = square feet; ft = feet

- (1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.
- (2) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.
- (3) On corner lot, min. side yard depth alongside street = 25 ft. 6
- (4) Applicable to the buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.
- (5) Applicable to the individual lots under townhouse units. The minimum lot width for the development lot as a whole shall be 100 ft.
- (6) May be increased for certain purposes by approval of a special exception pursuant to Section 27-3604, Special Exception. Height may not exceed 2 stories.
- (7) May be reduced to 0 feet when a 20-foot-wide or wider alley is provided, or to a range between 5 and 10 feet when an alley less than 20 feet in width is provided.
- (8) May be reduced to 20 feet when building vertically stacked dwelling units.
- (9) May be reduced to 16 feet when building vertically stacked dwelling units.

COMMENT: As depicted on the DET submitted herewith, the required intensity and dimensional standards have been met.

VII. <u>SUBTITLE 27-6. DEVELOPMENT STANDARDS</u>

SECTION 27-6200 – ROADWAY ACCESS, MOBILITY, AND CIRCULATION.

It should be noted that at the time PPS-2022-025 was approved, the Planning Board found that "The vehicular, pedestrian, and bicycle transportation facilities will serve the subdivision; meet the required findings of Subtitle 24; and conform to the master plan and MPOT." (PGCPB Resolution No.: 2024-002 at p. 15). The applicant further incorporates and adopts, by reference, the Planning Board's findings in PGCPB Resolution No.: 2024-002 at pages 14-15.

Two full movement access points along McKendree Road are provided, in addition to 5-foot-wide sidewalks along both sides of the internal roadways. As the Planning Board previously found for the PPS and associated approved Certificate of Adequacy ADQ-2022-071, the site access to the development is sufficient. The internal layout provides a continuous road network that allows vehicles to easily enter and exit the site. In addition, the internal roadways are confined only to the site, thereby, ensuring that no cut through traffic is permitted from any neighboring developments.

27-6206. Vehicular Access and Circulation

(b) Vehicular Accessway Classifications

As a basis for application of many of the vehicular access and circulation standards in this Section, proposed and existing vehicular accessways shall be classified in accordance with the following classifications, which reflect the accessway's relative functions in providing access to and from principal origin and destination points and accommodating travel mobility. These do not supersede or replace classifications used in the Prince George's County Specifications and Standards for Roadways and Bridges.

(1) Driveways

Driveways are accessways that function solely to provide direct and immediate vehicular access between an alley or street and the principal origin and destination points within an abutting development, or part of a large development. They generally handle low vehicular travel speeds and traffic volumes, but may handle higher vehicular traffic volumes within large commercial and mixed-use developments (e.g., driveways within mixed-use developments or shopping center parking areas). Driveways are generally not located in the public right-of-way for their principal length, or along building frontages in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and are not considered streets.

(2) Alleys

- (A) Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.
- (B) Within the CN, NAC, LTO, RTO-L, RTO-H, LTO-PD, and RTO-PD zones, alleys shall comply with standards established in the Prince George's County Urban Street Design Standards. In all other areas of the County, alleys shall comply with the standards established in Subtitle 23: Roads and Sidewalks, and Subtitle 24: Subdivision Regulations, of the County Code, and the Prince George's County Specifications and Standards for Roadways and Bridges.

(3) Connectivity

The accessways defined in Sections 27-6206(b)(1) and 27-6206(b)(2) shall connect to public or private streets, which shall follow standards of design and construction as defined in the Prince George's County Specifications and Standards for Roadways and Bridges and in Subtitle 23: Roads and Sidewalks, SHA design standards (if applicable), or those of the applicable municipalities having jurisdiction.

COMMENT: This requirement is met, as depicted on the DET submitted herewith. All driveways and alleys connect to public or private streets and will follow all applicable design standards.

(c) Required Vehicular Access and Circulation

A new development shall be served by a system of vehicular accessways and internal circulation (including driveways, and alleys connecting from public or private streets, as well as any required fire lanes, parking lot drive aisles, and any circulation associated with parking, loading, or drive-through service windows) that are designed to accommodate appropriate circulation of firefighting and other emergency vehicles, public transit, school buses,

garbage trucks, delivery vehicles, service vehicles, and passenger motor vehicles within the development, as defined by the standards in Subtitle 23: Roads and Sidewalks

COMMENT: As demonstrated on the site plan, all driveways and alleys will connect to private streets and all private streets will connect to public rights-of-ways. The circulation provided is designed to accommodate emergency vehicles.

- (d) Vehicular Access Management
- (1) Limitation on Direct Access Along Arterial, Major Collector, and Collector Streets

Proposed direct driveway access to a development's principal origin or destination points (including individual lots in a subdivision) may be provided directly from an arterial, major collector, or collector street only if:

- (A) No alternative direct vehicular access from a lower-classified accessway (e.g., local street, driveway, or alley) is available or feasible to provide;
- (B) Only one two-way driveway, or one pair of one-way driveways, is allowed onto lots with 200 or less feet of lot frontage on the arterial, major collector, or collector street, and no more than one additional two-way driveway or pair of oneway driveways per additional 200 feet of frontage; and
- (C) The development(s) served by the driveway is expected to generate an average daily traffic (ADT) count of 1,000 trips or less, or it is determined that the origin or destination points accessed by the driveway will generate sufficiently low traffic volumes, and the adjacent arterial, major collector, or collector street has sufficiently low travel speeds and traffic volumes, to allow safe driveway access while preserving the safety and efficiency of travel on the arterial, major collector, or collector street

COMMENT: Two access points are proposed from McKendree Road, which is classified as a major collector roadway. There are no alternative direct vehicular access points from a lower-classified accessway. The site contains approximately 700 feet of road frontage, and two points of access comprising of separate parcel(s) are proposed. Each access accommodates two-way vehicular traffic and will be served by a private road. The development is expected to generate an average daily traffic county of 1,000 trips or less. Pursuant the approved ADQ (ADQ-2022-071), the proposed residential development will generate 55 AM and 63 PM vehicle trips (page 5).

(2) Limitation on Direct Driveway Access along Other Streets

The following standards shall apply to vehicular access along a street other than an arterial, major collector, or collector street.

- (A) For single-family detached dwellings, two-family dwellings, and three family dwellings, one direct driveway access point is allowed if only the frontage of the lot abuts the street's right-of-way. If the street is on a corner lot of two non-arterial, non-major collector, and/or non-collector streets and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).
- (B) For townhouse and multifamily dwellings, and for uses in the Public, Civic, and Institutional; Commercial; and Industrial Use Categories, the number of vehicular access points along a public street shall follow State, County, or municipal access standards, as applicable, to protect the function, safety, and efficiency of travel on the street and any associated bikeways and sidewalks.
- (C) Where a through lot or corner lot fronts on roadways of different classifications, direct driveway access to the lot shall be provided only from the lower-classified fronting street, to the maximum extent practicable.

COMMENT: Not applicable. Access is proposed from McKendree Road, which is classified as a major collector roadway. The access is served by a private road located on a separate parcel(s) and will be maintained by the HOA as a private street.

(3) Shared Driveways

- (A) Driveway access shared between adjoining lots is encouraged and, in the case of County or State access spacing requirements that do not allow individual lot frontages to be served individually, may be required to limit direct vehicular access along streets.
- (B) Easements allowing cross-access to and from lands served by a shared driveway, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development proposing the shared driveway access. Such easements shall clearly limit parking of each property owners' vehicles to their side of the driveway, and stipulate that both owners shall share in the costs and responsibility of maintaining the driveway.

COMMENT: Not applicable, shared driveways are not proposed.

- (e) Cross-Access.
 - (2) Cross-Access Between Adjoining Developments.

To encourage shared parking and minimize access points along streets, new development, other than industrial development, in the Transit-Oriented/Activity Center base and PD zones and Nonresidential base zones shall comply with the following standards:

- (A) The internal vehicular circulation system shall be designed and constructed to provide vehicular cross-access between the development's vehicular use areas and those on adjoining parcels containing a nonresidential or mixed-use development, or to the boundary of adjoining vacant land in a Transit-Oriented/Activity Center base or PD zone or a Nonresidential zone.
- (B) Cross-accessways shall provide for two-way vehicular traffic between the vehicular use areas on the adjoining lots through the use of a single driveway or drive aisle that is at least 22 feet wide or through two one-way driveways or aisles that are each at least 14 feet wide.
- (C) The Planning Director or review body deciding a parent application may waive or modify the requirement for vehicular cross-access if the applicant clearly demonstrates that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors.
- (D) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded in the Land Records of Prince George's County before record plat or prior to the issuance of a building permit for the development

COMMENT: Not applicable. The Subject Property is located in the RSF-A Zone, which is not a Transit-Oriented/Activity Center Base Zone, a PD Zone, or a Nonresidential Base Zone.

- (f) Connectivity Standards for Single-Family (Attached and Detached) Residential Development
 - (1) Minimum Connectivity Index Score Required

New single-family residential subdivisions processed with a preliminary plan of major subdivision shall achieve an internal street connectivity index score in accordance with Table 27-6206(f)(1): Minimum Street Connectivity Index.

- (A) Located in Residential and Planned Development Zones = 1.5
- (B) Located in Nonresidential and Transit-Oriented/Activity Center Zones = 1.4.

(2) Connectivity Index Score Calculation

The connectivity index for a development is calculated by dividing its links by its nodes. Figure 27-6206(f)(2): Street Connectivity Index, provides an example of how to calculate the connectivity index.

Nodes exist at street intersections, including any intersections to access streets immediately adjacent to the development but outside of its site property, such as intersections that provide access to the development through an entry street or driveway; traffic circles/roundabouts; street intersections with alleys that serve as the only vehicular access to residential dwellings; trail intersections where two or more trails intersect; and cul-desac heads within the development.

Links are stretches of road that connect nodes, stub streets, and pedestrian connections pursuant to Section 27-6206(g) below. Any alley that serves as the only vehicular access to residential dwellings shall also count as a link. Other alleys do not count as links. For purposes of this Subsection, stub streets shall stub at the property line to count a link. Any stub street fully internal to the development and which does not touch the property line (and therefore will not constitute a future street connection) does not count as a link. Links external to the development that connect to nodes associated with the development shall be included in the index calculation, as shall all links attached to nodes providing access to the development.

(3) Reduction in Minimum Index Score

The minimum connectivity index score may be reduced by the Planning Director if the landowner/applicant demonstrates it is infeasible to achieve due to natural features, existing road configurations, or adjacent existing development patterns. In these instances, internal street design shall achieve as high a connectivity index score as reasonably practical, especially by providing stub-outs and other potential connections that may be made in the future, including through public infrastructure improvements.

COMMENT: A street connectivity index score of 1.75 (14 links and 8 nodes) has been provided. A connectivity inset diagram is included on sheet 8 of the DET.

(g) Pedestrian Connections

- (1) A right-of-way (at least ten feet wide) shall be provided for pedestrian and bicycle access between a cul-de-sac head or street turnaround and the sidewalk system of the closest street or pedestrian path (as shown in Figure 27-6206(g): Pedestrian Connections), if the cul-de-sac head or street turnaround:
 - (A) Is within a half-mile of significant pedestrian generators or destinations such as transit stops, schools, parks, public trails, greenways, employment centers, mixed use development, retail centers, or similar features; and
 - (B) Can be connected to an existing or proposed sidewalk, trail, greenway, or other type of pedestrian connection.
- (2) Vacant adjacent land that could be developed in the foreseeable future with sidewalks, trails, greenways, or other types of pedestrian connections to which the pedestrian and bicycle access can be connected.
- (3) These pedestrian connections shall count as links for the purpose of calculating the connectivity index.
- (4) These pedestrian connections may require public use easements in accordance with Subtitle 24: Subdivision Regulations of the County Code.

COMMENT: Acknowledged. No cul-de-sacs, turnarounds, or pedestrian/bicycle connections to the vacant adjacent lands to the north and west are proposed.

(h) External Street Connectivity

- (1) The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.
- (2) Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.
- (3) At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.

(4) The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.

COMMENT: Not applicable, no proposed stubs or connections to adjacent parcels for future development are proposed.

(i) Continuation of Adjacent Streets

Proposed street layouts shall be coordinated with the existing street system in surrounding areas. Existing streets shall, to the maximum extent practicable, be extended to provide access to adjacent developments and subdivisions and to provide for additional points of ingress and egress.

COMMENT: Not applicable, there are no adjacent existing streets to connect to. The development entrance has been designed to align with the intersection of McKendree Road and the future Green Glade Drive (i.e., currently under construction with the Dobson Ridge development).

(j) Traffic-Calming Measures for Private Streets

- (1) All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any nonstandard or non-conforming elements that may be proposed.
- (2) Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.
- (3) Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:
 - (A) Stop signs at street intersections;
 - (B) Mini-roundabouts at intersections;
 - (C) Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;
 - (D) Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands:
 - (E) Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and

- (F) Speed tables raised intersections or elevated pedestrian street crossings.
- (4) Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.

COMMENT: The applicant will coordinate with DPIE as needed for any potential traffic calming measures and their prospective maintenance prior to permitting. Although traffic calming measures may be explored, the applicant contends that the actual design of the internal private road network has been designed for slower traffic speeds and functions to calm traffic. Given the geometry and configuration of the road that takes on a "U" shape through the development, the roadway will naturally result in reducing any interior speeds of vehicles given the two points of turns at the terminus that make two approximate 90-degree angles.

(k) Block Design

(1) Block Length

Where blocks are used in the Transit-Oriented/Activity Center base and PD zones and the MU-PD Zone, block length shall be at least 200 feet, but no more than 800 feet. In all other zones block length shall be at least 200 feet, but no more than 1,000 feet in length. The Planning Director (or DPIE Director if any streets forming/abutting the block are public streets) may allow modifications from these block length standards on determining that:

- (A) Environmental or topographic constraints exist;
- (B) The site has an irregular shape;
- (C) A longer block will reduce the number of railroad grade or water body crossings; or
- (D) Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.

COMMENT: Excluding alleys, the private road creates a block length of approximately 700-feet, which meets the 200-foot minimum and 1000-foot maximum design criteria.

(2) Block Width

To the maximum extent practicable, the width of any block shall be sufficient to permit at least two lots across the depth of the block, exclusive of any alleys, watercourses, or other right-of-way located outside platted lots.

COMMENT: Acknowledged. Due to the shape of the subject property and the environmental constraints present thereon, one main loop road creating a single block is the most appropriate and

functional layout for development. The result is a central block that varies from townhouse sticks with 6 dwelling units in length, to narrower portions of the site that contain tandem townhouse sticks with alleys, open space, and sidewalk connections throughout.

(3) Through-Block Access

In the RSF-95, RSF-65, and RSF-A zones where a block face exceeds more than 800 feet, sidewalks or multi-use paths shall be provided through the block, perpendicular to the long block face to connect parallel sidewalks on either side of the block through the interior of the block.

COMMENT: Not applicable. The proposed layout does not have a block face that exceeds 800-feet in length. However, a pedestrian network of sidewalks to allow for adequate access to each dwelling and abundant recreational opportunities to walk/bike around the site is provided. In addition, the applicant is providing the Master Plan Trail along the east side of the property, as recommended by Staff.

(4) General Accessway Layout and Design

The vehicular access and circulation system of a development located on a site abutting an existing or planned transit route shall accommodate a transit stop and other associated facilities unless the Planning Director determines that transit facilities already exist to serve the needs of the development.

COMMENT: Not applicable. The site does not abut an existing or planned transit route.

(I) Driveway Layout and Design

(1) Driveway Width

All driveways serving development, except single-family detached dwellings, two-family dwellings, and three-family dwellings, shall comply with the following minimum width standards:

- (A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.
- (B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.

COMMENT: The development features two vehicular access points served by a private road and alleyways that create a u-shaped vehicular circulation pattern to enhance traffic flow. As depicted on the site plan, the driveway serving the townhouse development, labeled as Private Road A, accommodates two-way traffic and is 22-feet-wide.

(2) Dead-End Driveway Length

Driveways that do not connect back to a street shall be no longer than 150 feet unless they include adequate provision for fire trucks to turn around, as approved by the Fire Chief.

COMMENT: Not applicable. No dead-end driveways are proposed.

(3) Driveway Intersections

Driveway intersections shall also comply with the following standards:

(A) Alignment

To the maximum extent practicable, driveway intersections along a street shall line up with existing or approved driveway, parking lot drive aisle, or roadway intersections on the opposite side of the street.

COMMENT: The development is designed so all driveways fronting the roadway are aligned with those on the opposite side of the roadway to the maximum extent practicable.

(B) Proximity to Adjoining Land

Except for shared driveways provided in accordance with Section 27-6206(d)(3), Shared Driveways, driveway intersections shall be spaced from an adjoining property line by at least two feet or such greater distance as is needed to avoid encroachment of the driveway radius onto the adjacent property or interference with safe use of a driveway on the adjoining property.

COMMENT: Not applicable. No shared driveways are proposed.

(C) Medians in Driveway Entrances

Medians may be incorporated at driveway entrances provided:

- (i) No signage is included within the median other than traffic signs and a single monument sign;
- (ii) Planted material within the median is limited to minor shade trees, shrubs, ground cover, and grass; and
- (iii) The minimum driveway width is maintained for each travel and turning lane.

COMMENT: As demonstrated on the Detailed Site Plan, one entrance monument sign is proposed within the median, and the minimum driveway width will be maintained for each travel and turning lane. The planted material within the median is limited to shrubs and ground cover as depicted on the submitted Landscape Plan.

(m) Vehicle Stacking Space

(1) For Drive-through and Related Uses

(A) Required Number of Stacking Spaces

In addition to meeting the off-street parking standards in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, uses with

drive-through facilities and other auto-oriented uses where vehicles queue up to access a service facility shall provide at least the minimum number of stacking spaces established in Table 27-6206(m)(1)(A): Minimum Stacking Spaces for Drive-Through Facilities and Related Uses.

(B) Design and Layout

Required stacking spaces are subject to the following design and layout standards:

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;
- (iii)Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and
- (iv)Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.

COMMENT: Not applicable. No drive-through or related uses are proposed.

(2) For Vehicular Parking Area (Parking Lot) Entrance Driveways Nonresidential and mixed-use development (excluding industrial uses) shall provide stacking lanes between the edge of the street right-of-way and entrances into off-street parking areas in accordance with the minimum stacking lane distance established in Table 27-6206(m)(2).a: Minimum Stacking Lane Distance for Vehicular Parking Area Entrance Driveway (see Figure 27-6206(m)(2).b: Measurement of Stacking Lane Distance for Vehicular Parking Area Entrance Driveway). In the event the number of parking spaces requires a stacking lane distance of 150 feet or greater, this requirement will supersede that of Section 27-6206(l)(2), Dead-End Driveway Length.

COMMENT: Not applicable. A nonresidential or mixed-use development is not proposed.

27-6207. Pedestrian Access and Circulation.

- (a) Required Pedestrian Access.
 - (1) General Pedestrian Access.

All new development subject to this Section shall be served by an internal pedestrian circulation system (including sidewalks, pedestrian paths, and/or trails) that permits safe, convenient, efficient, and orderly movement of pedestrians among the following origin and destination points within the development, as well as between the adjoining parts of an existing or planned

external, community-wide pedestrian circulation system and any adjoining transit stops, bus stops, public parks, greenways, schools, community centers, and shopping areas:

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);
- (B) Off-street parking bays;
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and
- (D) Recreation facilities and other common use areas and amenities.

COMMENT: The DET depicts internal pedestrian circulation that permits safe, convenient, efficient, and orderly movement of pedestrians within the development. A master plan trail is also shown along the east side of the property as an additional amenity.

(2) Sidewalks Required.

(A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).

COMMENT: DET-2022-020 includes sidewalks on both sides of private roads, and along the entire frontage of McKendree Road.

(B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-of-way or dedicated public easement running parallel and adjacent to the public street.

COMMENT: Not applicable. The development site fronts McKendree Road which has sufficient right-of-way width to accommodate installation of the required sidewalk along the property frontage.

(b) Pedestrian Connectivity.

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

(1) The internal pedestrian circulation system shall be designed to allow for pedestrian walkway cross-access between the development's buildings and parking areas and those on adjoining lots containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow multifamily residential, nonresidential,

or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).

- (2) The Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees.
- (3) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.
- (4) Pedestrian Walkways through Large Vehicular Parking Areas and Parking Garages
 - (A) General Standards
 - (i) All vehicular parking areas and parking structures containing more than 150 parking spaces shall provide a clearly identified and protected pedestrian path between parking areas and the primary pedestrian entrance(s) to the building(s) served by the parking areas, or to a pedestrian walkway providing direct access from the furthest extent of the parking area to the primary building entrance(s).
 - (ii) Vehicular parking areas containing more than 150 parking spaces shall, at a minimum, include one pedestrian walkway every 6 parallel parking rows (every three double-row parking bays) or every 200 feet, whichever is the lesser dimension (see Figure 27-6207(b)(4): Walkways Through Vehicular Parking Area). The pedestrian walkway shall be constructed of a paved surface with concrete similar to that used for sidewalk standards for public streets. Other hardscape materials, such as brick pavers, may be used provided that they allow smooth surfaces along pedestrian paths and at vehicle crossings.
 - (iii) Pedestrian walkways providing access between vehicular parking areas and associated buildings may be extended to provide the connections to abutting street sidewalks or to adjoining development required by Section 27-6207(a)(1), General Pedestrian Access, and Section 27-6207(b), Pedestrian Connectivity.

COMMENT: Pursuant to subpart (b)(2), "[t]he Planning Director may waive or modify the requirement for pedestrian cross-access where the applicant clearly demonstrates that such cross-access is impractical or infeasible due to police concerns about through-traffic routes complicating law enforcement, Environmental Site Design requirements, or the presence of any of the following at the point(s) where through-connections would otherwise be required: topographic conditions, natural features, visual obstructions or parking space locations that create traffic hazards, or the existence of mature or protected trees." As it did with the PPS, the applicant is requesting a waiver since cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, and safety factors. It must be noted that the property to the east is developed and improved with a Wawa convenience store and gas station, and along the western boundary of the property is the Timothy Branch and associated 100-year floodplain and PMA. The existing Timothy Branch and associated environmental feature restrict the ability to provide cross access. In addition, the applicant, pursuant to the approved PPS, contemplates conveying this portion of the property to the Commission. Thus, will not own the western portion of the property.

Again, to the east and northeast of the property are two commercial properties in the CS Zone, featuring a convenience store with gas pumps and an auto repair shop, respectively. The property to the east is entitled (to wit: DSP-01020 with a number of amendments -01 through -04) and was approved without any requirement for cross access to the west. Instead, pedestrian connectivity was based on the sidewalk system along McKendree Road (MC-502). This sidewalk system ultimately ties into the sidewalks and trail system to the south and west in the Timothy Branch stream valley. The proposed development will continue this network along its frontage, which will ultimately connect to Timothy Branch. The site plan also depicts the proposed 10-footwide master plan trail along the front and east side of the site that fulfills the intent of the Timothy Branch trail. The location of this master planned trail was a major discussion during the review and ultimate approval of the PPS. Staff and, ultimately, the Planning Board indicated the desire and approval of the master planned trail along the eastern property and not the western property boundary. Further, since DSP-01020 was approved without any anticipatory inter-parcel connections to the west, requiring the subject property to somehow connect to a receiving project that is not designed to accommodate such connections not only creates liability and operational issues for both properties, but also creates Crime Prevention Through Environmental Design (CPTED) issues regarding inconsistencies in design elements, parking, natural features, obstacles, visual obstructions etc. Indeed, the Planning Board agreed with the applicant in its PGCPB No. 2024-002 (page 14) approving the PPS when it found: "[a] connection between the subject property and the commercial development which currently exists may indeed result in issues cited by the applicant; the gas station and auto repair shop both have their rear service areas oriented to the subject property, and a sidewalk or trail connection to these areas could result in safety and security issues, given that they are not designed to accommodate visitors." Although there is both bicycle and pedestrian access provided along the property's frontage that connects to the neighboring property, the applicant is also proposing a short spur extending eastward from the Timothy Branch trail. If the commercial property redevelops, this will allow cross access to be provided through a continuation of the trail spur connection if feasible. Saving this spur, any actual connection is infeasible.

Northwest of the subject property is vacant property in the Cadillac Crossing subdivision known as Parcel 13, zoned CS. West of the subject property is wooded open space owned by the HOA of the Rose Creek Estates subdivision, zoned RR. As shown on the submitted site plans, the subject property includes environmental features associated with the Timothy Branch stream, most of which are located on Parcel A. The Timothy Branch stream runs from the north to the south, along the western portion of the site. The approved PPS includes conveyance of Parcel A (4.62 acres) to M-NCPPC as stream valley parkland, and includes development of a section of the Timothy Branch trail on -site. The dedication of Parcel A and the construction of the Timothy Branch trail aligns with the master plan recommendations. Consequently, even assuming a western connection was feasible, which it is not, neither the applicant nor the future HOA will own Parcel A. The property to the west also has a grade change and is slightly lower than the subject property making any connection of the site further infeasible. Moreover, there are SWM facilities and incompatible grading that restrict the ability to "tie" the sites together for cross-access. Topography within the net tract area drains from east to west towards the on-site Timothy Branch floodplain. The existing on-site sewer alignment goes along the entire western property line within the Timothy Branch floodplain. Cross access to the western property boundary, would need to cross the Timothy Branch stream, associated environmental areas, and across sewer lines, resulting in additional PMA impacts and degradation of the environmental features. The Planning Board agreed with this contention in approving the PPS when it found on page 14 of PGCPB No. 2024-002 that "[c]ross access from the subject property to the west would be inappropriate, due to the protected environmental features." Simply, cross access to neighboring developments was previously examined and implementation of these requirements for the subject site is not practical.

The subject site and the property to the east, to which cross access could conceivably be provided, have each been evaluated for site access, circulation, and parking, and have both been found to operate adequately with each site only having direct access to McKendree Road. An additional point of entry could negatively impact vehicular and pedestrian safety, especially given the use of the adjacent property being a Wawa facility. In addition, the likelihood of cut-through traffic from the neighboring development could negatively impact site circulations and vehicle stacking.

In the interest of maintaining vehicular, pedestrian, and bicycle safety, implementation of cross access between adjoining development should not be pursued. Specifically, pedestrian cross access to adjoining sites should be waived, pursuant to Section 27-6207(b)(2), and bicycle cross access to adjoining sites should be waived, pursuant to Section 27-6208(b)(2). This is further supported by the Planning Board's prior findings in analyzing this issue during its review and approval of the PPS (see id.).

No large vehicular parking areas or parking garages are proposed with this DET.

(B) Walkway Standards.

Required pedestrian walkways shall:

(i) Be at least five feet wide in Residential base zones and six feet wide in the Transit-Oriented/Activity Center and Nonresidential base zones, unless expressly stated otherwise in those zone regulations;

- (ii) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and
- (iii) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23.

COMMENT: Sidewalks within the site are proposed to be 5-feet wide.

27-6208. Bicycle Access and Circulation.

- (a) Required Bicycle Access.
 - (1) Internal and Adjoining Bicycle Access

All new development subject to this Section shall provide for internal bicycle circulation such that bicycle access to the development's primary use is safe, convenient and intuitive, specifically by providing the following, in coordination with the Department of Public Works and Transportation, State Highway Administration, or a municipality with jurisdiction over the streets.

- (A) Bicycle parking facilities required by Section 27-6309, Bicycle Parking Standards, in areas near the primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions) for bicycle storage;
- (B) Connections to any adjacent existing or planned (identified in the applicable Area Master Plan or Sector Plan, or in the Countywide Master Plan of Transportation) on-street or off-street bicycle facilities outside the development, or internal bicycle systems in adjacent developments;
- (C) Connections to any designated or planned rail transit or bus stops and shelters (on-site or on an adjacent street);
- (D) Connections to any recreational amenities internal to the development, such as open space.

COMMENT: The DET submission shows that the internal street network is designed to provide sufficient space to accommodate a system of pedestrian and bicycle facilities consistent with the MPOT and the master plan recommended policies. The master plan contains transportation policies and recommendations that are consistent with the those in the MPOT. As a condition of approval of the PPS, the Planning Board required the site be developed with a series of interconnected network of bicycle and pedestrian facilities. Bicycle access is provided via the proposed private roads and the proposed bicycle lane along the site's frontage. Pedestrian connections include sidewalk paths extending from the internal networks onto the sidewalks along the public right of way. Bicycle racks will be installed on a paved surface and are located in visible, well-lit areas conveniently accessible and adjacent to open space areas in the northern and western pods. Regarding on-site circulation, the circulation plans demonstrate the design and specifications for multimodal transportation facilities on-site.

- (2) Required Bikeway Network Improvements
 - (A) All new development subject to this Section shall be required to install bike lanes, bike paths, or other bicycle improvements. Additional bikeway network improvements are encouraged where appropriate, such as within large development sites and to provide additional connections to nearby bicycle routes. The facilities shall be established in part, through an agreement and/or easements which include assurances for their maintenance.
 - (B) The Planning Director may, for private streets or, when advised by the permitting agency, for public streets, waive or modify the requirement for bike lanes, bike paths, or other bicycle improvements where the applicant clearly demonstrates that the facilities are impractical or infeasible due topographic conditions, natural features, or visual obstructions that create hazards.
 - (C) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required bike path along the frontage, the applicant may install a bike path on the development site, within a public easement running parallel and nearby the public street. Such bicycle paths shall not be restricted from public use and shall allow physical passage at all times.

COMMENT: A 5-foot-wide bike lane is shown along the property frontage. No waivers or modifications is requested for this requirement.

(b) Bicycle Connectivity Between Developments.

All new multifamily, townhouse, nonresidential, and mixed-use development shall comply with the following standards:

- (1) Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).
- (2) The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.

(3) Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince George's County before issuance of a building permit for the development.

COMMENT: Pursuant to subpart (b)(2), "[t]he Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable." The applicant is requesting a waiver since cross–access is impractical or undesirable due to the presence of topographic conditions, natural features, or safety factors. As mentioned above, it must be noted that the property to the east is developed and improved with a Wawa, and along the western boundary of the property is the Timothy Branch and associated 100-year floodplain and PMA. The existing Timothy Branch and associated environmental feature restrict the ability to provide cross access. The property to the east is entitled (to wit: DSP-01020 with a number of amendments -01 through -04) and was approved without any requirement for cross access to the west. Instead, pedestrian connectivity was based on the sidewalk system along McKendree Road (MC-502). This sidewalk system ultimately ties into the sidewalks and trail system to the south and west in the Timothy Branch stream valley. The proposed development will continue this network along its frontage, which will ultimately connect to Timothy Branch. Further, since the DSP-01020 was approved without any anticipatory inter-parcel connections to the west, requiring the subject property to somehow connect to a receiving project that is not designed to accommodate such connections not only creates liability and operational issues for both properties, but also creates CPTED issues regarding inconsistencies in design elements, parking, natural features, obstacles, visual obstructions etc. Indeed, the Planning Board previously agreed with the applicant that "[a] connection between the subject property and the commercial development which currently exists may indeed result in issues cited by the applicant; the gas station and auto repair shop both have their rear service areas oriented to the subject property, and a sidewalk or trail connection to these areas could result in safety and security issues, given that they are not designed to accommodate visitors." PGCPB Resolution No. 2024-002 at p. 14. Although there is both bicycle and pedestrian access provided along the property's frontage that connects to the neighboring property, the applicant is also proposing a short spur extending eastward from the Timothy Branch trail. If the commercial property redevelops, this will allow cross access to be provided through a continuation of the trail spur connection if feasible. The property to the west also has a grade change and is slightly higher than the subject property making any connection of the site infeasible. Moreover, there are SWM facilities and incompatible grading that restrict the ability to "tie" the sites together for cross-access. Cross access to the western property boundary, would need to cross the Timothy Branch stream, associated environmental areas, and across sewer lines, resulting in additional PMA impacts and impacts to other environmental regulated features (ERF). As the Planning Board previously found, "[c]ross access from the subject property to the west would be inappropriate, due to the protected environmental features." Id.

Simply, cross access to neighboring developments was examined and implementation of these requirements for the subject site is not practical. The subject site and the property to the east, to which cross access could conceivably be provided, have each been evaluated for site access, circulation, and parking, and have both been found to operate adequately with each site only having direct access to McKendree Road. An additional point of vehicle entry could negatively impact vehicular and pedestrian safety, especially given the use of the adjacent property being a Wawa facility. In addition, the likelihood of cut-through traffic from the neighboring development could impact site circulation and vehicle stacking. In the interest of maintaining vehicular, pedestrian, and bicycle safety, implementation of cross access between adjoining developments should not be pursued. Specifically, pedestrian cross access to adjoining sites should be waived, pursuant to Section 27-6207(b)(2), and bicycle cross access to adjoining sites should be waived, pursuant to Section 27-6208(b)(2). This is further supported by the Planning Board's prior findings in analyzing this issue during its review and approval of the PPS (see id.).

(c) General Bikeway Layout and Design

(1) Off-Street Bicycle Facilities Required bicycle paths shall:

- (A) Allow two-way bicycle circulation;
- (B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;
- (C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and (D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.

COMMENT: Not applicable. No bicycle paths are proposed within the development.

(2) On-Street Bicycle Facilities

Required bike lanes shall be designed and provided in accordance with the cross-section, paving, and other standards applicable to the roadways of which they are a part.

COMMENT: Acknowledged. The proposed bicycle lane will be designed and provided in accordance with all applicable roadway design standards.

(d) Waiver

The Planning Director may waive all or part of the standards in this Section for private streets if it is demonstrated that bicycle access and circulation is not needed in the proposed development due to an established bicycle facility already within or abutting the development, or that compliance with the required bicycle improvements is impracticable because topography, natural features, or the facilities or will create significant risks of harm to bicyclists.

COMMENT: Acknowledged.

SECTION 27-6300 – OFF-STREET PARKING AND LOADING

27-6304. General Standards for Off-Street Parking and Loading Areas

(a) Use of Parking and Loading Areas

(1) General

Off-street parking areas required by this Section shall be used solely for the parking of licensed motorized vehicles in operating condition. Required parking spaces and loading berths may not be used for the display of goods for sale (except for food truck hubs operating pursuant to Subtitle 5 of the County Code, farmers' markets, and flea markets), or the sale, lease, storage, dismantling, or service of any vehicles, boats, motor homes, campers, mobile homes, building materials, equipment, or supplies.

(2) Identified as to Purpose and Location

Except for single-family dwellings, off-street parking areas and off-street loading areas shall include painted lines, wheel stops, or other methods of identifying individual parking spaces and loading berths and distinguishing such spaces or berths from aisles. Specific dimensional and marking standards are defined in Section 27-6304(d), Markings.

COMMENT: This regulation is met, as the parking areas will be used solely for the parking of licensed motorized vehicles in operating condition.

(b) Surfacing

(1) General

- (A) Except as provided for in Section 27-6304(b)(1)(B) and Section 27-6304(b)(2) below, all off-street parking and loading areas shall be surfaced with asphalt, concrete, brick, stone, pavers, or an equivalent hard, dustless, and bonded surface material. Use of surfacing that includes recycled materials (e.g., glass, rubber, used asphalt, brick, block, and concrete) is encouraged. These surfaces shall be maintained in a smooth, well-graded, clean, orderly, and dust-free condition.
- (B) Parking for uses in the Rural and Agricultural base zones may be allowed on non-engineered surfaces of grass, gravel, dirt or similar materials, provided, the following uses shall comply with Section 27-6304(b)(1)(A) above:
 - (i) Agricultural research facilities;
 - (ii) Farm supply sales or farm machinery/implement sales, rental, or repair; and
 - (iii) Cemeteries.

COMMENT: This regulation is met, as the parking surface will consist of either concrete or

asphalt.

(2) Pervious or Semi-pervious Surfacing

The use of pervious or semi-pervious parking lot surfacing materials—including, but not limited to—pervious asphalt and concrete, open-joint pavers, and reinforced grass/gravel/shell grids, is encouraged. Any pervious or semi-pervious surfacing used for aisles within or driveways to parking and loading areas shall be certified as capable of accommodating anticipated traffic loading stresses and maintenance impacts. Where possible, such materials should be used in areas proximate to and in combination with onsite stormwater control devices.

COMMENT: The applicant is not proposing to utilize any pervious pavement.

(c) Location and Arrangement.

(1) Safe and Convenient Access.

(A) Off-street parking and loading areas shall be arranged for convenient access between an adjacent street and all parking spaces and loading berths to facilitate ease of mobility, ample clearance, and safety of vehicles and pedestrians. Each off-street parking space and loading berth shall have adequate, unobstructed means for the ingress and egress of vehicles, and connect to a public street.

COMMENT: This regulation is met. Please see the multimodal circulation as shown on the the DET.

(2) Backing onto Streets Prohibited.

Except for parking areas serving single-family detached, townhouse, two-family, and three-family dwellings, all off-street parking and loading areas shall be arranged so that no vehicle is required to back out from such areas directly onto a street.

COMMENT: This regulation is not applicable since the development proposes townhouse units.

(d) Markings.

(1) Each required off-street parking area and space, and each off-street loading area and berth, shall be identified by surface markings that are arranged to provide for orderly and safe loading, unloading, and parking of vehicles. Such markings—including striping, directional arrows, lettering on signs and in disabled-designated areas, and labeling of the pavement—shall be maintained so as to be readily visible at all times.

COMMENT: This regulation is met. Off-street parking locations and striping are shown on the submitted site plan.

(g) Accessible Parking for Persons with Physical Disabilities.

Development providing off-street parking spaces shall ensure that a portion of the total number of off-street parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act Accessibility Guidelines.

COMMENT: Acknowledged.

(i) Large Vehicular Use Areas (300 or More Spaces).

Vehicular use areas containing 300 or more parking spaces, whether developed at one time or in phases, shall be configured in accordance with the following standards:

COMMENT: Not applicable. A vehicular use area containing 300 or more parking spaces is not proposed.

27-6305. Off-Street Parking Space Standards.

(a) Minimum Number of Off-Street Parking Spaces.

N=New development or a change in use or expansion shall provide the minimum number of off-street parking spaces in accordance with Table 27-6305(a),

COMMENT: This requirement is met. See Parking Requirement Table on the coversheet for tabulation of required and proposed parking.

(e) Electric Vehicle (EV) Charging Stations

Parking spaces used as EV charging stations shall consist as one or more group(s) of contiguous spaces located where they can be readily identified by drivers of EV vehicles (e.g., through directional signage), but where their use by non-electric vehicles is discouraged. EV charging for commercial purposes is prohibited at an EV charging station located at a residential development.

COMMENT: While no EV charging stations are proposed per se, each of the single-family units will be able to be adapted to provide for EV charging in the garages.

(g) Visitor Parking

Visitor parking spaces shall be provided for all residential and mixed-use development of at least 20 dwelling units. Such visitor parking spaces shall be provided at a minimum ratio of 1 visitor parking space for every 20 dwelling units or fraction thereof, rounded up.

COMMENT: This requirement is met. See Parking Requirement Table on the coversheet for tabulation of required and proposed on-street visitor parking.

27-6306. Dimensional Standards for Parking Spaces and Aisles.

(a) General.

Except as otherwise provided in Section 27-6306(b) below, standard vehicle parking spaces and parking lot aisles shall comply with the minimum dimensional standards

established in Table 27-6306(a), Minimum Dimensional Standards for Parking Spaces and Aisles.

COMMENT: DET-2022-020 conforms to this regulation as all parking spaces comply with the minimum dimensional standards established in Table 27-6306(a).

(d) Compact Parking Spaces.

- (1) Up to one-half (1/2) of the required number of parking spaces in any parking lot may be compact car spaces. Any parking spaces provided in any lot, in excess of the number required, may also be compact car spaces.
- (2) All compact car spaces shall be marked as such.

COMMENT: The applicant is not proposing any compact spaces.

27-6309. Bicycle Parking Standards.

- (a) Bicycle Racks or Lockers Required.
 - (1) In all zones except the RTO, LTO, TAC, and NAC base and PD zones, Rural and Agricultural zones, and any Residential Zone with equal or lesser intensity than the RSF-95 Zone, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least two bicycles, regardless of the number of vehicle spaces provided (up to ten spaces). At least one additional bicycle space shall be provided for each additional ten parking spaces or major fraction thereof, provided, no more than 20 bicycle parking spaces shall be required for any single vehicular parking area. Specific requirements for particular uses are as follows:
 - (A) For multifamily dwellings and uses in the Group Living Uses principal use category other than private dormitories, one space shall be required per four dwelling units, with no fewer than two bicycle parking spaces provided and no more than 49 spaces.
 - (B) For private dormitories, 0.25 spaces per leased occupant shall be required if automobile parking is included in lease agreements or 0.4 spaces per leased occupant shall be required if automobile parking is not included in lease agreements and must be rented separately, up to a maximum of 50 spaces.
 - (C) For private schools, 1 space per 10 employees plus 1 space for each 20 students (in grades four and higher) of planned capacity shall be required.
 - (D) For private colleges and universities, one space per ten employees plus one space for each five students of planned capacity shall be required. Of these student-required spaces, generally half should be for short-term storage (outdoors and convenient to building entrances and

other major destinations of the use) and the other half should be for long-term storage (which may be inside buildings, in lockers, or in other specialized covered and secured bicycle parking areas).

COMMENT: Bicycle racks are provided pursuant to the above regulations. As depicted on the site plan, 4 bicycle racks are being provided in conformance to this requirement. Each bicycle rack can accommodate up to 2 bicycle spaces for a total of 8 spaces provided. Two bicycle racks will be located centrally within the townhouse development adjacent to Parcel F. The remaining two bicycle racks will be located adjacent to the open space play area.

(2) In the RTO, LTO, TAC, and NAC base and PD zones, all parking areas shall provide bicycle racks or lockers sufficient to accommodate the parking of at least four bicycles, regardless of the number of vehicle spaces provided, and at least two additional bicycles for every ten parking spaces, or major fraction thereof, above ten spaces.

COMMENT: This criterion is not applicable as the site is located in the RSF-A Zone.

(3) Racks must allow a bicycle's frame to rest against the rack in at least two places, and for both a wheel and section of the frame to be secured to the rack simultaneously. Racks that allow only a wheel to rest against the rack will not be counted toward meeting the minimum bicycle requirements. Applicants should consult best practices sources such as the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines for guidance on types of racks that are appropriate to meet this requirement.

COMMENT: A bicycle rack detail is provided on Sheet 5 of the site plan that demonstrates that the wave style bike rack will allow a bicycle's frame to rest against the rack in at least two places, and both the wheel and section of the frame will be secured to the rack simultaneously.

(b) Bike Parking Rack or Locker Location.

- (1) Required bicycle racks shall be installed on a paved surface and located in visible, well-lighted areas conveniently accessible to the primary entrances of a development's principal building(s). At least four of the required spaces serving nonresidential development shall be located within 50 feet of the main entrance to the use. They shall be located where they do not interfere with pedestrian traffic and are protected from conflicts with vehicular traffic.
- (2) In the RTO, LTO, TAC, and NAC base and PD zones, developments may place up to 20 percent of required bicycle parking in the public right-of-way as street furnishings (subject to the approval of the operating agency or municipality with jurisdiction), provided that they are all within 100 feet of the entrance of the use and that they allow sufficient space (generally 3 feet on either side of a rack) for placement and removal of bicycles. Developments may count existing bicycle parking along frontage streets and in the street right-of-way toward these requirements.

- (3) Long-term parking facilities should be provided for uses where bicycle access is expected to serve stays of eight hours or more, such as office commutes or overnight stays at a residence or hotel. If used, this parking does not need to meet location criteria for regular parking, such as a distance from a building entrance, but shall:
 - (A) Be located in a secure, clean and well-lighted area, whether inside a building, in an auxiliary structure, or in an outdoor covered location;
 - (B) Protect bicycles from weather and debris;
 - (C) Be signed so that directions to entrances of related uses are clearly understood;
 - (D) Allow sufficient spacing of racks or lockers for storage, maneuvering and removal of bicycles;
 - (E) Be available and accessible for all building tenants during the building's hours of operation. (For residential tenants, each space should be accessible 24 hours a day, 7 days a week);
 - (F) If located in an enclosed area, only be accessible to those authorized to use the space (to limit vandalism and theft);
 - (G) If in a parking garage for long-term bicycle parking, be clearly marked as long-term bicycle parking spaces, be in a well-lighted, visible location near the main entrance of elevators, and separated from vehicle parking by a barrier that minimizes the possibility of a parked bicycle being hit by a car, and be located no lower than the first complete parking level below grade, and no higher than the first complete parking level above grade.
- (4) Bicycle parking spaces shall be placed at least three feet away from the associated structure to allow sufficient room for parking a bicycle. Bicycle racks should be installed to allow for at least 30 inches of spacing between each rack.

COMMENT: Bicycle racks are provided pursuant to the above regulations.

27-6310. Loading Area Standards.

(a) Minimum Number of Off-Street Loading Berths

Any new development involving the routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development's uses in a safe and convenient manner. Table 27-6310(a): Minimum Number of Off-Street Loading Berths, sets forth the minimum number of loading berths for the different principal uses. For proposed uses not listed in Table 27-6310(a): Minimum Number of Off-Street Loading Berths, the requirement for a use most similar to the proposed use shall apply.

(b) Dimensional Standards for Loading Areas.

Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area. The minimum loading berth size that

presumptively satisfies loading berth needs is least 12 feet wide and 45 feet long in general industrial, distribution, or warehousing uses. For all other uses, a berth as short as 33 feet may be allowed. The Planning Director may require a larger loading berth or allow a smaller loading berth on determining that the characteristics of the particular development warrant such increase or reduction and the general standard is met.

(c) Location of Loading Areas.

- (1) To the maximum extent practicable, loading areas shall be placed away from a public street and screened from view in accordance with the Landscape Manual (see Figure 27-6310(c): Loading Area Configuration).
- (2) Loading areas shall be located adjacent to the building's loading doors, in an area that promotes their practical use.
- (3) Loading areas shall be located and designed so vehicles using them can maneuver safely and conveniently to them from a public street and complete loading without obstructing or interfering with any public rights-of-way, parking spaces, parking lot aisles, or pedestrian pathways.
- (4) Loading areas shall be set back a minimum of 50 feet from any residential use or vacant land in a Residential or Rural and Agricultural zone.

COMMENT: Not applicable. No loading areas are required or proposed.

SECTION 27-6400 – OPEN SPACE SET-ASIDES.

27-6403. Amount of Open Space Set-Asides Required.

Development subject to the standards in this Section shall provide the minimum amounts of open space set-asides identified in Table 27-6403: Required Open Space Set-Asides, based on the use classification.

Open space set-aside requirements shall not replace requirements for open spaces, mandatory dedication of parkland, stormwater management, or other similar requirements imposed by any other Subtitle of the County Code. However, such requirements may be counted toward open-space set asides pursuant to Section 27-6404(b), below.

COMMENT: The proposed Open Space Set-Aside area for the proposed development is 50%, and the required area is 20% as show on the open space exhibit.

27-6404. Areas Counted as Open Space Set-Asides

(a) The features and areas identified in Table 27-6404(a): Open Space Set-Aside Features, shall be credited towards compliance with the open space set-aside standards of this Section for Development in the areas indicated.

- (1) No less than 15 percent of the total required minimum open space set-aside area within a residential development outside the Transit-Oriented/Activity Center base and Transit-Oriented/Activity Center PD zones shall consist of active recreational areas.
- (2) No less than 50 percent of the total required minimum open space set-aside area within the core area of a Transit-Oriented/Activity Center base or Transit-Oriented/Activity Center PD zone shall be a square, forecourt, or plaza.
- (b) Open spaces required by any other section in the County Code, such as, but not limited to, mandatory dedication of parkland, may be credited toward compliance with the open space set aside standards in Table 27-6403: Required Open Space Set-Asides, if they are located and designed in accordance with the standards in this Section.

COMMENT: The proposed Open Space Set-Aside area for the proposed development is 49.7%, and the required area is 20%. As demonstrated on the open space exhibit, the open space areas will consist of passive recreation areas (8%), SWM areas (5.7%), and natural features (36%).

27-6405. Areas Not Counted as Open Space Set-Asides

The following shall not be counted as open space set-asides:

- (a) Private yards not subject to an open space or conservation easement;
- (b) Street rights-of-way or private access easements, including sidewalks located within those rights-of-way or easements;
- (c) Vehicular parking areas or lots (excluding the landscaped areas);
- (d) Driveways for dwellings;
- (e) Land covered by structures not designated for active recreational uses
- (f) Designated outdoor storage areas; and
- (g) Stormwater management facilities and ponds, unless located and designed as a site amenity (e.g., with low fencing, vegetative landscaping, gentle slopes, fountain or other visible water-circulation device, and pedestrian access or seating).

COMMENT: None of the above-mentioned items have been counted toward the open space setaside.

27-6406. Design Standards for Open Space Set-Asides

Land used as an open space set-aside shall comply with the following design standards:

(a) Location.

Open space shall be located so as to be readily accessible and useable by occupants and users of the development. Where possible, a portion of the open space set-aside should provide focal points for the development through prominent placement or easy visual access from streets.

COMMENT: The submitted open space exhibit showcases the variety of open space features being provided to include passive recreation, stormwater management areas, and natural environmental features. The passive recreation areas will be located throughout the development adjacent to the private roadway, sidewalks, and alleyways making these areas readily accessible and useable. The stormwater management areas and wooded natural environmental areas are prominently placed to provide enhanced visual interest for the residents of the community. The existing natural features of the site are being preserved which aligns with the County's goals of wildlife habitat and woodland conservation as a priority.

(b) Configuration.

- (1) Open space set-asides shall be contiguous or interconnected, to the maximum extent practicable, unless a different configuration is needed to continue an existing trail or accommodate preservation of natural, historical, and archeological resources.
- (2) If the development site is adjacent to existing or planned public trails, parks, or other public open space area land, the open space set-aside shall, to the maximum extent practicable, be located to adjoin, extend, and enlarge the trail, park, or other public land (see Figure 27-6406(b).1: Example Open Space Set-Aside Configuration; Figure 27-6406(b).2: Example Open Space Set-Aside Configuration, Townhouse Development; and Figure 27-6406(b).3: Example Open Space Set Aside Configuration, Commercial Development).

COMMENT: As depicted on the open space exhibit, the open space set-aside areas are designed to be contiguous or interconnected to the maximum extent practicable..

(c) Orientation of Adjacent Buildings.

To the maximum extent possible, buildings adjacent to the required open space setasides shall have at least one entrance facing the open space set-aside.

COMMENT: The dwelling units that are adjacent to the open space areas will have at least one entrance facing the open space.

(d) Prioritization of Open Space Set-Aside

- (1) Except in the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, and enhance as many of the following open areas and features as possible, in the following general order of priority:
 - (A) Natural features such as riparian areas, riparian buffers, shorelines, flood hazard areas, floodplains, wetlands, steep slopes, and wildlife habitat and woodland areas;
 - (B) Water features such as rivers, bays, lakes, creeks, canals, natural ponds, and retention and detention ponds;

- (C) Protected trees and other mature trees;
- (D) Parks and trails (regardless of public or private ownership);
- (E) Lands with active agricultural uses and activities;
- (F) Perimeter buffers or visual transitions between different types or intensities of uses;
- (G) Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and
- (H) Historic and archeological features.

COMMENT: The open space set aside will be located and organized to include, protect, and enhance the Timothy Branch and its associated PMA.

(2) In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.

COMMENT: Not applicable, the property is located in the RSF-A Zone.

- (e) Open Space Set-Asides on Property in the Industrial, Heavy (IH) Zone Development consisting of multiple industrial uses on property in the IH Zone may provide open space set-asides based upon the total development in-lieu of providing individual open space set-asides for individual uses on individual lots. This provision includes: (1) multiple industrial uses on a single property in the IH Zone, or (2) multiple industrial uses on one or more adjoining properties under the same ownership (and which are located not more than 1,000 feet away from each other) in the IH Zone. These developments shall provide open space set-asides using the following method:
 - (1) Applicant calculates the sum amount of open space set-aside required for each individual industrial use or lot.
 - (2) The total sum of open space set-aside required may be placed on any portion of the area included in the calculation.

COMMENT: Not applicable, the property is located in the RSF-A Zone.

27-6407. Development in Open Space Set-Asides.

Development within open space set-asides shall be limited to that appropriate to the purposes of the type(s) of open space set-asides. Where appropriate, such development may include, but is not limited to, walking, jogging, and biking paths or trails; benches or other seating areas; meeting areas; tables, shelters, grills, trash receptacles, and other picnic facilities; docks and other facilities for fishing; environmental education guides and exhibits; historic interpretive signage; gazebos and other decorative structures; fountains or other water features; play structures

for children; gardens or seasonal planting areas; pools; athletic fields and courts; and associated clubhouses.

COMMENT: The submitted open space exhibit showcases the variety of open space features being provided to include passive recreation, stormwater management areas, and natural environmental features. This requirement is met by the open space being primarily characterized by on-site natural features (4.6 acres) including streams, wetlands, steep slopes, floodplains, woodland conservation areas, and associated environmental buffers, as identified in Section 27-6404(a). The stormwater management areas will be developed in accordance to approved SWM concept plan no. 47842-2022. The passive recreation areas will be developed with a master planned trail and a variety of landscaping as demonstrated on the submitted landscape plan.

27-6408. Ownership, Management, and Maintenance of Open Space Set-Asides

- (a) Open space set-asides required by this Ordinance or by Subtitle 24: Subdivision Regulations, shall be managed and maintained in compliance with all applicable provisions of Maryland law. To the extent not inconsistent with Maryland law, such open space set-asides shall be managed and maintained as permanent open space through one or more of the following options:
 - (1) Conveyance of open space set-aside areas to a property owners' or homeowners' association that holds the land in common ownership;
 - (2) Conveyance of open space set-aside areas to a third-party beneficiary such as an environmental, historical, or civic organization, a municipality, or M-NCPPC, that is organized for, capable of, and willing to accept responsibility for managing and maintaining the land;
 - (3) Establishment of easements or covenants; or
 - (4) If public stormwater management facilities are treated as site amenities, through stormwater management easements.
- (b) All options involving private ownership of open space set-aside areas shall include deed restrictions, covenants, or other legal instruments that ensure continued use of the land for its intended open space purposes, in perpetuity, and provide for the continued and effective management, operation, and maintenance of the land and facilities.
- (c) Responsibility for managing and maintaining open space set-asides rests with the owner of the land of the open space set-asides. Failure to maintain open space set-asides in accordance with this Section and the development approval or permit shall be a violation of this Ordinance.

COMMENT: Acknowledged.

SECTION 27-6500 - LANDSCAPING

All development shall comply with the requirements of the Prince George's County Landscape Manual, which is incorporated herein by reference, and made a part of this Ordinance with the same force and effect as the regulations set forth herein.

COMMENT: A landscape plan was submitted with the subject application detailing the requirements as set forth by the 2018 Prince George's County Landscape Manual. Additionally, an Alternative Compliance (ACL-2024-003) for Section 4.10, Street Trees for Private Streets, has been submitted pursuant to Section 1.3 of the Prince George's County Landscape Manual. A separate justification statement has been provided for ACL-2024-003.

SECTION 27-6600 – FENCES AND WALLS

27-6602. General Standards

- (a) General
 - (1) Fences and walls shall be located outside of the public right-of-way.
 - (2) Fences and walls are allowed on the property line between two or more parcels of land held in private ownership.
 - (3) Fences and walls may be located within any required yard.
 - (4) Nothing in this Section shall be construed to prevent the installation of temporary fencing to protect existing trees, limit sedimentation, or control erosion.

(b) In Utility Easements

Fences located within utility easements shall receive written authorization from the easement holder or the County, as appropriate. The County shall not be responsible for damage to, or the repair or replacement of, fences that must be removed to access utility easements or facilities.

(c) Within Required Landscaping Areas

Fences and walls may be installed within required landscaping areas, subject to an approved landscaping plan.

(d) Avoidance of Traffic Hazards

Notwithstanding other provisions of this Subsection, fences and walls shall not be allowed within the triangle formed by the intersection of the <u>street lines</u> and points on the street lines 25 feet from the intersection, or in a location that is determined by an agency will create a traffic hazard.

COMMENT: The standard is met. The applicant is proposing a 6-foot-tall privacy fence and retaining wall along the southern property boundary. The details have been provided on the DET.

27-6603. Height Standards

(a) General

Unless otherwise stated in Section 27-6600, Fences and Walls, fences and walls shall comply with the standards in Table 27-6603(a): Fence and Wall Height.

- (b) Administrative Waiver Request
 - (1) Customary fencing provided as a part of a permitted tennis court, athletic field, or other recreational facility shall be exempt from the height standards in this Section.
 - (2) Fence heights may be increased further through an approved security exemption plan (see Section 27-6610, Security Exemption Plan).

- (3) Fences up to eight feet in height are allowed for community gardens and urban agriculture uses (see Section 27-5102(b)(1)(A), Community Garden and Section 27-5102(b)(1)(C), Urban Agriculture).
- (4) Walls up to eight feet in height are allowed to screen service and loading areas, if they comply with the setback requirements for the associated building.

(c) Measurement of Height

Fence or wall height shall be measured in accordance with the following standards:

- (1) Fence or wall height shall be measured from the top of the fence or wall, defined as the highest point, not including supporting columns or posts, above grade, to the grade on the side of the fence or wall where the grade is the lowest, but excluding the height of any retaining wall directly beneath the fence or wall.
- (2) Supporting columns or posts shall not extend more than 18 inches above the top of the fence or wall.
- (3) Safety railings required by the Building Code shall not be included in fence height measurements.

COMMENT: The proposed privacy fence is 6-feet in height located along the eastern property boundary as depicted on the site plan. A fence detail was provided that demonstrates the measurement of height conforms with the requirements noted above. The height requirements noted above are met. The applicant is not requesting an administrative waiver with this application.

27-6604. Materials

(a) General

Unless otherwise specified in Section 27-6604(b) below, fences and walls shall be constructed of any one or more of the following materials:

- (1) Masonry, concrete, or stone;
- (2) Ornamental metal, except that fencing shall not incorporate spiked tops within a residential zone without approval of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan;
- (3) Painted wood, pressure treated wood, or rot-resistant wood such as cedar, cypress, or teak;
- (4) Composite materials designed to appear as wood, metal, or masonry;

- (5) Metal (wrought iron, welded steel; and/or electro-statically plated black aluminum, except chain-link fencing);
- **(6) Vinyl**;
- (7) Walls clad with substrate material intended to support living vegetation; and
- (8) Any material demonstrated by the applicant to have a similar or equal appearance and durability as a material listed in Subsections (1) through (7) above, as determined by the Planning Director (or decision-maker if the fence or wall is associated with a parent application).
- (b) Transit-Oriented/Activity Center Zones Fences and walls in the Transit-Oriented/Activity Center base and PD zones shall be constructed of any one or more of the following materials:
 - (1) Native/regional stone and equivalent imitation stone;
 - (2) Brick;
 - (3) Stucco or decorative concrete block or poured concrete (only when a brick or stone coping is provided);
 - (4) Painted or stained wood;
 - (5) Metal (wrought iron, welded steel and/or electrostatically plated black aluminum), for fences and gates only; or
 - (6) Black vinyl-coated chain link fences, only for schools, recreational facilities, daycare facilities, and similar outdoor uses.
- (c) Prohibited Materials

The following fence types or materials are prohibited:

- (1) Barbed and/or razor wire, unless approved as part of a security exemption plan in accordance with Section 27-6610, Security Exemption Plan, or on land with an agricultural use, or on land used for installation and operation of high-voltage equipment at substations for electrical generation, transmission, and distribution in connection with providing public utility service in the County by a regulated public utility;
- (2) Fences constructed of chicken wire, corrugated metal, fabric materials, fiberboard, garage door panels, plywood, rolled plastic, sheet metal, debris, or waste materials, unless such materials are recycled and reprocessed for marketing to the general public, as building materials designed to resemble

new building materials (e.g., picket fencing made from recycled plastic and fiber);

- (3) Except where used to prevent wildlife from consuming produce in an urban agriculture use or community garden, chain link fences in the Transit-Oriented/Activity Center base and PD zones, the Nonresidential base zones except the IH base zone, and the IE-PD and MU-PD zones; and
- (4) Above-ground fences that carry electrical current, except as used for the purposes of enclosing livestock in the Rural and Agricultural base zones and in the RE and RR zones (nothing shall prohibit below-ground electrical fences intended for the keeping of pets).

COMMENT: The proposed privacy fence will be constructed of steel posts with vinyl facsia. A fence detail was submitted demonstrating conformance to these requirements. None of the prohibited materials listed above are proposed.

27-6605. Perimeter Fences and Walls Abutting Street Right-of-Way

Except in the IH base zone, fences or walls that are located within 15 feet of a street right-of-way shall:

- (a) Be of a uniform style;
- (b) Be constructed of brick, stone, concrete (when covered with stucco or similar finish), vinyl, or vertical wooden boards; and
- (c) Include breaks, offsets of at least one foot, access points, or other design details in the fence or wall plane at least every 200 feet.

COMMENT: The proposed crossbuck fence is approximately 12-feet from the dedicated (proposed) right-of-way. As shown on the fence detail on sheet 6 of the DET, the proposed fence will be of a uniform style, constructed of vinyl, and include breaks via stone columns.

27-6606. Appearance

(a) Finished Side to Outside

Unless it is used to enclose livestock, wherever a fence or wall is installed, if one side of the fence or wall appears more "finished" than the other (e.g., one side of a fence has visible support framing, such as vertical posts and horizontal rails, and the other—the more "finished" side—does not, or one side of a wall has a textured surface and other—the more "finished" side—does not), then the more "finished" side of the fence shall face the exterior of the lot rather than the interior of the lot. (see Figure 27-6606(a): Fence with Finished Side Out.)

(b) Compatibility of Materials along a Single Lot Side

All fencing or wall segments located along a single lot side shall be composed of a uniform style, materials, and colors, except when the Historic Preservation

Commission requires an alternative appearance in accordance with the regulations in Subtitle 29: Preservation of Historic Resources of the County Code.

(c) Fence and Wall Landscaping

All fences and walls exceeding 4 feet in height, if located within 15 feet of a street right-of-way, shall be supplemented with landscape screening in accordance with the standards in Section 27-6606(c)(1) and Section 27-6606(c)(2) below, to soften the visual impact of the fence. These standards shall not apply to fences in any single-family residential zone (the RSF-A Zone and any other zone of lesser intensity per Section 27-4102(b)). (see Figure 27-6606(c): Fence and Wall Landscaping).

(1) Shrubs Required

At least one evergreen shrub shall be installed for every five linear feet of fence or wall, on the side of the fence or wall facing the public street right-of-way. Shrubs may be installed in a staggered, clustered, grouped, or linear fashion. See Figure 27-6606(c): Fence and Wall Landscaping.

(2) Substitution of Shade Trees

One shade or ornamental tree may be substituted for every three shrubs provided that the tree meets the size standards of the Landscape Manual.

COMMENT: The finished side of the proposed fence will face the exterior of the lot rather than the interior. The fence detail was provided that demonstrates the fence will be composed of a uniform style, materials, and colors. No fences or walls are proposed within 15-feet of a street right of way.

27-6609. Retaining Walls.

Retaining walls are to be used in appropriate locations to reduce the steepness of slopes and to provide planting pockets conducive to revegetation. They shall comply with the following standards:

- (a) A retaining wall may be permitted to support steep slopes but should not exceed six feet in height from the finished grade, except for:
 - (1) A structure's foundation wall, or
 - (2) As necessary to construct a driveway from the street to a garage or parking area, or
 - (3) As otherwise expressly allowed by this Ordinance.
- (b) In all exceptions identified in Subsection (a) above, a retaining wall shall not exceed ten feet in height.
- (c) Retaining walls greater than six feet in height shall comply with the building setbacks in the zone which they are located, unless it is constructed because grades are lower on the site where it is located.
- (d) The width of any terrace between any two six-foot vertical retaining walls should be at least three feet.
- (e) Retaining walls used to support existing road cuts may exceed the height limits and other requirements in Subsections (a), (b), and (c) above.

- (f) Retaining walls shall be faced with stone, brick, or earth-colored materials similar to the surrounding natural landscape.
- (g) All retaining walls shall comply with the Building Code.

COMMENT: Acknowledged. As depicted on the site plan, retaining walls are proposed along the eastern property boundary. A retaining wall detail has also been provided. The retaining wall will have a maximum height of 6-feet and will contain modular concrete facing units. The proposed retaining wall will comply with the Building Code as applicable.

SECTION 27-6700 – EXTERIOR LIGHTING

27-6705. Private Street Lighting.

- (a) All private street lights shall be located inside full cut-off fixtures mounted on non-corrosive poles served by underground wiring.
- (b) The light fixture and light color of private street lights in an individual subdivision or development shall be consistent throughout the subdivision or development.
- (c) Correlated color temperature (CCT) of street lights shall not exceed 3000K.

COMMENT: In conjunction with the DET, the applicant has provided a lighting/photometric plan with details of all light fixtures. The lighting fixtures meet this requirement.

27-6706. General Standards for Exterior Lighting.

Development subject to this Section shall comply with the following standards:

(a) Hours of Illumination.

Public, civic, and institutional uses, commercial uses, mixed-uses, and industrial uses that are adjacent to existing residential development shall extinguish all exterior lighting by 11:00 P.M. or within one hour of the closing of the establishment open latest, whichever occurs last. Lighting necessary for outdoor recreational uses such as ball diamonds, playing fields, tennis courts, and similar uses; lighting necessary for security as listed in Subsections 27-6702(e) and 27-6702(j) and Section 27-6709; or lighting necessary for emergency situations as listed in Subsection 27-6702(i), shall be exempt from this requirement. For the purposes of this paragraph, lighting "necessary for security" shall be construed to mean the amount of exterior lighting necessary to provide an average of 2.5 foot-candles of light, with a maximum of 3 foot-candles of light at any point, in the following areas: possible points of entry or exit into a structure, illumination of exterior walkways, or illumination of outdoor storage areas. Lighting activated by motion sensor devices is strongly encouraged.

COMMENT: Not applicable. The proposed development is not a public, civic, institutional, commercial, mixed-use, or industrial use.

(b) Shielding with Full Cut-off Fixtures.

All exterior luminaries, including security lighting, shall be full cut-off fixtures that are directed downward, consistent with Figure 27-6706(b).1: Full Cut-off Fixtures. In no case shall lighting be directed above a horizontal plane through the lighting fixture (see Section 27-6706(b).2: Examples of Fully-Shielded Light Fixtures).

COMMENT: In conjunction with the DET, the applicant has provided a lighting/photometric plan with details of all light fixtures. These lighting fixtures meet this requirement.

(c) Maximum Illumination Levels.

(1) Except for private street lighting (see Section 27-6705, Private Street Lighting), all exterior lighting and indoor lighting visible from outside shall be designed and located so that the maximum illumination measured in footcandles at ground level at a lot line shall not exceed the standards in Table 27-6706(c).1: Maximum Illumination Levels. See Figure 27-6706(c).2: Maximum Illumination Levels.

COMMENT: A photometric plan has been provided and is in conformance with this requirement.

(d) Maximum Height.

Except for athletic field lighting fixtures, which shall not exceed 95 feet in height, and private street lighting (see Section 27-6705, Private Street Lighting), the height of exterior light fixtures, whether mounted on poles, walls, or by other means, shall comply with the standards in Table 27-6706(d): Maximum Height for Exterior Lighting.

COMMENT: A photometric plan with lighting fixture details has been provided and is in conformance with this requirement.

27-6707. Lighting Design Standards for Specific Uses and Site Features.

(d) Wall Pack Lights.

Wall packs on the exterior of the building shall be fully shielded (e.g., true cut-off type bulb or light source not visible from off-site) to direct the light vertically downward and be of low wattage (100 watts or lower).

COMMENT: Not applicable, no wall pack lights are proposed.

(e) Pedestrian Lighting

Pedestrian light fixtures shall comply with the following:

- (1) Light fixtures for sidewalks, walkways, trails, and bicycle paths shall provide at least 1.2 foot candles of illumination, but not exceed 2.0 foot candles.
- (2) Pedestrian bollard lamps shall be mounted no higher than four feet above grade and shall not exceed 900 lumens for any single lamp (see Figure 27-6707(e): Examples of Pedestrian Bollard Lamps).

COMMENT: A photometric plan and fixture list have been provided and is in conformance with this requirement. The photometric plan provides measurements for the street lighting which is sufficient to provide adequate lighting.

- (f) Decorative Landscaping and Lighting Outdoor light fixtures used for decorative effects shall comply with the following standards.
 - (1) Decorative lighting intended to enhance the appearance of a building and/or landscaping shall cast all light downward (rather than upward) against the building surface or onto a landscape feature, or shall be calibrated to illuminate features of the building or landscaping such that light spill-over and skyglow are avoided.
 - (2) Decorative lighting shall not exceed 100 watts of incandescent illuminance or the equivalent.

COMMENT: No decorative landscape lighting is proposed with this development.

SECTION 27-6800 – ENVIRONMENTAL PROTECTION AND NOISE CONTROLS

COMMENT: Filed in conjunction with DET-2022-020, is the approved NRI-082-05; proposed TCP2; an approved Grading, Erosion, and Sediment Control Plan (Case No.: CSC 100-23); and approved Site Development Concept Plan (Case No.: 47842-2022-0); and a Phase 1 Noise Study prepared by Hush Acoustics. These plans, as needed, have been revised in response to comments received with the approval of PPS-2022-025.

SECTION 27-6900 - MULTIFAMILY, TOWNHOUSE, AND THREE-FAMILY FORM AND DESIGN STANDARDS

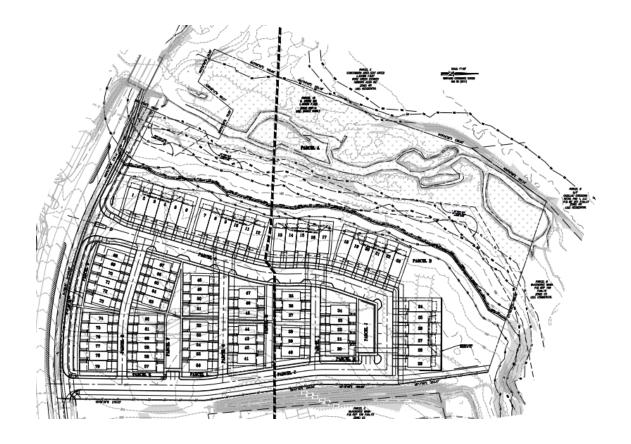
27-6903. Multifamily, Townhouse, and Three-Family Form and Design Standards Development subject to this Section shall comply with the following standards.

(a) Site Access.

New multifamily, townhouse, or three-family development with 20 or more dwelling units shall have:

(1) At least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible.

COMMENT: DET-2022-020 provides at least one secondary point of vehicular access along McKendree Road.



(2) No primary vehicular access along a local street serving existing single-family detached dwellings—provided, however, that secondary vehicle access for emergency vehicles may be provided along such a local street if other points of access are not available.

COMMENT: Not applicable, DET-2022-020 does not propose any single-family detached dwellings.

(b) Location of Off-Street Parking.

(1) For multifamily dwellings only, no more than 50 percent of off-street surface parking may be located between a building and the street it faces unless the parking bays are screened from view from the street by another building. Interior structures within a multi-building development served by a central, private driveway are exempted from this requirement. (see Figure 27-6903(b): Multifamily, Townhouse, or Three-Family Parking Location).

COMMENT: Not applicable, DET-2022-020 does not propose any multifamily dwelling units.

- (2) For all multifamily, townhouse, and three-family buildings:
 - (A) Guest and overflow parking within a development subject to these standards shall be located to the side or rear of the

- building containing the units, to the maximum extent practicable.
- (B) Off-street surface parking located beside a building shall not occupy more than 35 percent of the parcel's street frontage. Associated driving areas shall be included as part of such off-street surface parking.

COMMENT: The proposed visitors parking will be located throughout the development adjacent to passive recreational areas.

(c) Building Orientation and Configuration.

- (1) Single-Building Development—The primary entrance of a multifamily, townhouse, or three-family single-building development shall face the street or a common open space such as a mews.
- (2) Multi-Building Development.

 Multifamily, townhouse, and three-family developments with more than one building shall be configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like mews or courtyards). Buildings may be oriented towards off-street parking lots only in cases where no other practical alternative exists. (see Figure 27-6903(c)(2): Multi-Building Orientation)

COMMENT: Proposed development is configured to orient primary building entrances toward external streets, internal streets, or open space areas.

(d) Maximum Building Length.

(1) The maximum length of any multifamily, townhouse, or three-family building shall be 150 linear feet in the RSF-A and RMF-12 zones; and 250 linear feet in the RMF-20, RMF-48, and CGO zones, regardless of the number of units.

COMMENT: DET-2022-020 conforms to this standard as none of the townhouse sticks exceed 150 linear feet.

(e) Building Façades

For all multifamily, townhouse, and three-family buildings, except as noted in Section 27-6903(e)(3) below:

- (1) Façades of all buildings subject to these standards that face a street shall incorporate wall offsets, in the form of projections or recesses in the façade plane, spaced no more than 50 feet apart (see Figure 27-6903(e)(1): Changes in Building Façade), unless the applicant provides a design of similar or superior quality.
- (2) Wall offsets shall have a minimum depth of two feet.
- (3) In addition to wall offsets, street-facing façades of multifamily, townhouse, and three-family buildings shall provide a minimum of

three of the following design features for each residential building fronting onto a public street (see Figure 27-6903(e)(3): Examples of Front Façades):

- (A) One or more dormer windows or cupolas;
- (B) A recessed entrance;
- (C) A covered porch;
- (D) Pillars, posts, or columns next to the doorway
- (E) One or more bay windows projecting at least twelve inches from the facade plane;
- (F) Eaves projecting at least six inches from the façade plane;
- (G) Raised corniced parapets over the entrance door;
- (H) Multiple windows with a minimum four-inch-wide trim;
- (I) Integrated planters that incorporate landscaped areas or places for sitting; or
- (J) Roof form and line changes consistent with the wall offsets.

COMMENT: Architectural elevations were submitted with the DET showing conformance with this standard.

(f) Roofs.

For all multifamily dwellings:

- (1) Sloped roofs on buildings over 100 feet in length shall include two or more different sloping roof planes, each with a minimum pitch between 3:12 and 12:12.
- (2) Flat roofs shall be concealed by parapets that extend at least three feet above the roof level and have three-dimensional cornice treatments that project at least eight inches outward from the parapet façade plane.
- (3) Alternative roof forms or pitches may be allowed for small roof sections over porches, entryways, or similar features.
- (4) All roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations (except chimneys), shall be located on the rear elevations or otherwise be configured and screened (if necessary) to have a minimal visual impact as seen from the street.

COMMENT: Not applicable, DET-2022-020 does not propose any multifamily units.

(g) Building Façade Fenestration/Transparency.

At least 15 percent of the street-facing façade area of the ground-level floor of any multifamily, townhouse, or three-family building (as measured from the grade to the underside of the eave, top of the parapet, or the story line denoting the second floor) shall be occupied by windows or doorways.

COMMENT: This regulation is met. The ground-level floor of townhouse units facing a street have more than 15% fenestration/transparency.

(h) Materials.

For all multifamily, townhouse, and three-family buildings:

(1) Primary façade materials shall not change at outside corners, but extend along any side façade that is visible from a street. In all instances the extension shall be a minimum of 20 feet, with the exception that materials may change where side or rear wings meet the main body of the structure.

COMMENT: This regulation is met as depicted on the submitted elevations.

(2) Material changes shall occur along a horizontal line or where two forms meet. It is acceptable, however, that change of materials occur as accents around windows, doors, cornices, at corners, or as a repetitive pattern. See Figure 27-6903(h): Example of Building Façade, Roof, Fenestration/Transparency, and Materials Requirements for Multifamily Building.

COMMENT: This regulation is met as depicted on the submitted elevations.

(3) Townhouse development shall conform with the building material requirements set forth in Section 27-61203(d), Building Materials, of this Subtitle.

COMMENT: This regulation is met as depicted on the submitted elevations.

(i) Garage Standards.

For all multifamily, townhouse, and three-family buildings:

- (1) Detached garages or carports shall be located to the side or rear of the building(s) containing the dwellings. A parking structure is exempt from this requirement. (see Figure 27-6903(i): Garage Placement.)
- (2) Freestanding garages or carports visible from public streets outside the development shall be oriented perpendicular to the street, or the façade facing the street shall be configured to comply with the required wall offsets and façade design features in Section 27-6903(e), Building Facades.
- (3) The exterior materials, design features, and roof forms detached garages or carports should generally be compatible with the building(s) they serve.

COMMENT: Not applicable, none of the garages are detached or freestanding.

(j) Outdoor Activity Areas.

For all multifamily, townhouse, and three-family buildings, ground-level outdoor activity areas, porches, decks, vending areas, and other similar site attributes shall be screened from adjacent single-family dwellings with a perimeter buffer in accordance with Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.

COMMENT: Landscaping and Landscape buffers are provided in accordance with Section 4.7 of the Landscape Manual.

SECTION 27-61200 - NEIGHBORHOOD COMPATIBILITY STANDARDS

27-61202. Applicability

(a) General

- (1) Unless exempted as provided in Section 27-61202(b), Exemptions, below, these standards apply to:
 - (A) Any new townhouse, multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing single-family detached dwellings, two-family dwellings, or vacant lands in the RE, RR, RSF-95, and RSF-65 zones (single-family residential zones);
 - (B) Any new multifamily, nonresidential, or mixed-use development when located on land adjacent to, or across a street or alley from, existing townhouse dwellings;
 - (C) Any expansion of an existing townhouse, multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing single-family detached dwellings, two-family dwellings, or vacant lands in a single-family residential zone, where the expansion increases the building's gross floor area by 50 percent or more; and
 - (D) Any expansion of an existing multifamily, nonresidential, or mixed-use building located on land abutting or across a street or alley from existing townhouse dwellings where the expansion increases the building's gross floor area by 50 percent or more.

COMMENT: On June 18, 2024 The Prince George's County Council introduced Council Bill CB-015-2024, in which "Townhouse, multifamily, nonresidential, and mixed-use development abutting vacant lands in a single-family residential zone that consists of publicly owned land, preserved open space, existing protective easements, or environmental features, that prevent any residential use of said vacant lands; or an outlot as defined by Section 24-2300, Definitions, of the Subdivision Regulations;" are exempt from the neighborhood compatibility standards. The subject property would fall within this exemption. West of the subject property is wooded open spaces owned by the HOA of the Rose Creek Estates Subdivision. The provided analysis contained herein regarding the neighborhood compatibility standards will become moot once CB-015-2024 is adopted as introduced on June 18, 2024.

Notwithstanding, the proposed development is compatible with surrounding properties; the nearest existing single-family dwelling, located to the west of the subject property, is approximately 390 feet away from closest proposed townhouse dwelling. In addition, the area separating the development from adjacent development in the RR Zone consists of the Timothy Branch and associated 100-year floodplain and associated PMA. Moreover, although there is a small area of RR Zoned property to the north of the subject property, it is owned by Wawa, Inc. and is part of Parcel B (REP 199 at No. 10), which is split zoned and predominately in the CS Zone and makes up the commercial development to the east. The RR Zoned portion of Parcel B is not vacant, as it is burdened by a Conservation Easement and 100-Year Floodplain Easement. This area of Parcel B also contains the Timothy Branch. Thus, the proposed development is otherwise isolated from existing single-family detached units. Indeed, the existing stream valley, conservation easements, floodplain easements, and distances from the any development in the adjacent RR Zone satisfies the purpose of the Neighborhood Compatibility Standards by providing a natural buffer and proper transition that ensures compatibility between single-family detached dwellings, the proposed townhouses, and the more intense forms of development consisting of the existing commercial uses to the east.

27-61203. Neighborhood Compatibility Standards

Development subject to this Section shall comply with the following standards:

(a) Building Height and Setbacks

- (1) Setbacks of buildings shall be consistent with other buildings on the block face to maintain a consistent plane or edge of buildings along public frontages. Instead of the required setback or build-to line of the zone, setbacks of buildings shall vary no more than 15 percent from the setbacks of adjacent buildings.
- (2) Building height shall not exceed the maximum height established in Table 27-61203(a)(2): Maximum Height in Transitional Areas.

Distance from Single-Family Dwelling, Two- Family Dwelling, or Vacant Land in a Single- Family Zone (1)	Maximum Height	
	Parcels Fronting US 1 Between the Northern Corporate Boundaries of the City of College Park and the County's Boundary with the District of Columbia, and Parcels Fronting 34th St between Sheperd St and Otis St	All Other Areas
50 feet or less	Lesser of: 3 stories or 35 feet	Lesser of: 3 stories or 35 feet
Greater than 50 feet but less than 150 feet	Lesser of: 6 stories or 65 feet	
150 to 200 feet	No requirement	Lesser of: 4 stories or 45 feet

COMMENT: This standard is met. The nearest existing single-family dwelling, located to the west of the subject property, is approximately 390 feet away from closest proposed townhouse dwelling.

In addition, the area separating the development from adjacent development in the RR Zone consists of the Timothy Branch and associated 100-year floodplain and associated PMA. There is also a small area of RR Zoned vacant property to the north of the subject property. The maximum height of all townhouse units will be 3-stories with an optional loft space.

(c) Building Design

(1) Buildings shall (see Figure 27-61203(c): Compatible Building Design):

- (A) Use a similar roof type to adjacent single-family detached dwellings, two-family dwellings, or townhouse dwellings in terms of slope and arrangement to prevent abrupt changes in roof form;
- (B) Configure all roof-mounted equipment to avoid or minimize its view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone;
- (C) Use exterior colors, where possible, that are similar to those found on adjacent single-family detached dwellings two-family dwellings, or townhouse dwellings;
- (D) Use similarly sized and patterned architectural features such as windows, doors, awnings, arcades, pilasters, cornices, wall offsets, building materials, and other building articulations found on adjacent single-family detached, two-family dwellings, and townhouse dwellings; and
- (E) Orient porches, balconies, and outdoor activity areas away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: Architectural elevations were submitted that are compatible with the surrounding neighborhood. No single-family detached dwelling, two-family dwellings, or townhouse dwellings are directly adjacent to the proposed development.

(d) Building Materials

(1) Transparency

Building façades facing single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall comply with the standards in Table 27-61203(d)(1), Transparency Standards:

Building Story	Minimum Façade Area Percentage to be Transparent (Percent of Façade) (1),(2),(3)	
1 st Floor (2)	35 (3)	
2 nd Floor	20	
3 rd or Higher Floor	20	

COMMENT: This regulation is met as shown on the architectural elevations submitted.

(f) Off-Street Parking

The total amount of off-street parking shall not exceed 1.1 times the required minimum specified in Table 27-6305(a): Minimum Number of **Off-Street Parking Spaces.**

- (1) Except along US 1 between the northern corporate boundaries of the City of College Park and the County's boundary with the District of Columbia and along 34th Street between Sheperd Street and Otis Street, for development that is within 200 feet of single-family detached dwellings, two-family dwellings, townhouses, or vacant land within a single-family residential zone, the total amount of off-street parking shall not exceed 1.5 times the required minimum specified in Table 27-6305(a): Minimum Number of Off-Street Parking Spaces, and may be reduced through an alternative parking plan (see Section 27-6307, Off-Street Parking Alternatives) that demonstrates such reduction will not have an adverse impact on the adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.
- (2) When required, off-street parking shall be established in one or more of the following locations, listed in order of priority:
 - (A) Within a structured parking facility;
 - **(B)** Adjacent to off-street parking lots serving nonresidential development on abutting lots;
 - Adjacent to lot lines abutting nonresidential development; **(C)**
 - Adjacent to lot lines abutting mixed-use development; **(D)**
 - **(E)** Behind the building;
 - Within a lot's corner side yard; **(F)**
 - In front of the building; or **(G)**
 - **(H)** When all of the above options are infeasible, adjacent to lot lines abutting single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

⁽³⁾ The first two feet of façade area closest to the grade are not required to be glazed and shall be excluded from the façade area calculation.

- (3) Off-street surface parking areas located adjacent to single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone shall be treated in accordance with Section 4.3, Parking Lot Requirements, of the Landscape Manual.
- (4) The façade of any parking structure facing adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone, shall be designed in accordance with the exterior materials standards of this Section and be landscaped to soften its visual impact.

COMMENT: As provided on the DET, the minimum parking requirement is 158 spaces and the maximum, pursuant to this standard, shall not exceed 237 spaces. The applicant is providing 158 off-street parking spaces and 23 on-street parking spaces. This requirement is met.

(g) Other Site Features

- (1) Loading, Service, Recycling Collection, and Refuse Collection Areas shall be located at least 50 feet from residential development and:
 - (A) Located behind or to the sides of buildings away from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family zone, and screened with walls and/or landscaping, and provided with access that is integrated with parking areas and the vehicular circulation network;
 - (B) Screened from view of single-family detached dwellings, two-family dwellings, townhouses, and vacant lands in a single-family residential zone, using materials that are the same as, or of equal quality to, the materials used for the principal building; or
 - (C) Incorporated into the overall design of the site so that the visual impacts of these functions are fully contained within an enclosure, or are otherwise out of view from adjacent single-family detached dwellings, two-family dwellings, townhouses, or vacant lands in a single-family residential zone.

COMMENT: Not applicable, no loading, service or refuse collection areas are provided.

(2) Drive-Through Service Facilities

- (A) In no instance shall a drive-through or pick-up window be located on a building façade that faces a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.
- (B) Order boxes associated with a drive-through or pick-up window shall be at least 200 feet from a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: Not applicable, the proposed development is residential and does not propose any drive-through service facilities.

(3) Exterior Lighting

- (A) Exterior lighting fixtures shall have a maximum height of 14 feet and illumination that does not exceed 0.5 foot candle at the lot line if located within 100 feet of a lot containing a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.
- (B) Exterior lighting fixtures shall have a maximum height of 18 feet if between 100 and 150 feet of such lot or lands (and illumination that does not exceed 0.5 foot candle at the lot line).
- (C) Exterior lighting shall be extinguished by 10:00 p.m. or within one hour after closing, whichever occurs first.

COMMENT: This standard is met. As provided on the photometric plan filed in conjunction with the DET.

(4) Signage Standards

- (A) To the maximum extent practicable, signage shall be located a minimum of 50 feet from lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.
- (B) Signage within 50 feet of a lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, shall be limited to directional signage.
- (C) Within 100 feet of lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, the maximum sign area for signs shall be reduced by 25 percent.
- (D) Projecting signs are prohibited if the sign is located across the street from or within 200 feet of a development with single-family detached dwellings, two-family dwellings, townhouses dwellings, or vacant lands in a single-family residential zone.

COMMENT: The proposed monument sign will not be located within 50 feet from lot lines shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

(5) Open Space Set-Asides

- (A) Required open space set-asides shall be located between a proposed development and an adjacent single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone, to the maximum extent practicable.
- (B) Outdoor recreation features such as swimming pools, tennis courts, playgrounds, and similar features shall be at least 50 feet from

any lot line shared with a single-family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single-family residential zone.

COMMENT: This regulation is met as detailed on the open space set-aside exhibit.

SECTION 27-61500 SIGNAGE

27-61504. General Standards.

- (a) Illumination.
 - (1) Static Illumination.

Static illumination of signs is allowed in all zones except the Rural and Agricultural base zones, for all sign types except canopy signs, provided any external light source shall be directed toward the sign and shall not cast direct light or create glare upon adjacent lands or streets.

- (2) Animated Illumination.
 - (A) Animated sign illumination is prohibited, except in accordance with Subsection 27-61504(a)(2)(B) below.
 - (B) Signs on which the only copy that changes is the electronic indication of time, temperature, stock market, or similar information are permitted in all districts except the Rural and Agricultural and Residential base zones and the R-PD Zone. Changes in copy shall be spaced at least eight seconds apart and shall be accomplished without the use of animation, movement, or scrolling.

COMMENT: No animated illumination is proposed.

(b) Materials.

Permanent signs shall not be made of plywood, corrugated plastic sheets, cardboard, paper, cloth, vinyl banners, or other similar materials.

COMMENT: As provided on the signage plan filed in conjunction with the DET, permanent sign will be composed of masonry materials.

(c) Digital Display.

Digital displays shall comply with the standards in this Subsection.

- (1) Location and Sign Type.
 - (A) In the Rural and Agricultural and Residential base zones and the R-PD Zone, digital displays shall be permitted only on freestanding signs for uses in the Community Service Uses and Educational Uses Principal Use Categories.
 - (B) In the Transit-Oriented/Activity Center base and PD zones, digital displays shall be permitted only on building wall or roof signs.
 - (C) In all other base and PD zones, digital displays shall be permitted only on building wall or roof signs or freestanding signs.
- (2) Standards.

- (A) A digital display shall contain static messages only, and shall not have animation, movement, or the appearance or optical illusion of movement, of any part of the sign or its supporting structure. Each static message shall not include flashing or the varying of light intensity.
- (B) Automatic changes in display are permitted for digital displays, provided such changes shall be:
 - (i) Spaced at least 8 seconds apart;
 - (ii) Accomplished in 0.25 seconds or less; and
 - (iii) Accomplished without the use of animation, movement, or scrolling.
- (C) Except when part of a digital billboard (see Subsection 27-61506(g)), the luminance of a digital display during daylight hours shall be no greater than 1500 nits. At all other times, luminance shall be no greater than 150 nits. Automatic dimming is required to maintain the appropriate illumination levels at all times.

COMMENT: Not applicable. The applicant is not proposing to provide any digital displays on its sign(s).

- (d) Signs Within Proposed Right-of-Way.
 - (1) Sign permits may be issued for signs on land located within the rightof-way, property, or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility as shown on the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans) only if such signs are placed on:
 - (A) Land which:
 - (i) Was in reservation but is now not in reservation; and
 - (ii) Has not been acquired and is not being acquired; or
 - (B) Land which was subdivided after the adoption of the General Plan or other County plans (e.g., Area Master Plans, Sector Plans, or Functional Master Plans), but was not reserved or required to be dedicated for a street or rapid transit route or facility shown on the General Plan or other County plan.

COMMENT: Not applicable, no signs are proposed within a proposed right-of-way. The community sign is located within the subject property boundary along the property frontage.

27-61505. Standards for Specific Sign Types.

Unless exempted in accordance with Section 27-61502(b), Exemptions, all signs except special purpose signs (see Section 27-61506, Standards for Special Purpose Signs) and temporary signs (see Section 27-61507, Standards for Temporary Signs) shall comply with the standards in Table 27-61505: Standards for Specific Sign Types, based on the zone in which the sign is located.

COMMENT: There are no location, height, or area requirements for a standalone sign in RSF-A Zone pursuant to Section 27-61505.

27-61506. Standards for Special Purpose Signs.

(b) Residential Gateway Sign

A monument sign that serves as a permanent gateway sign identifying a residential subdivision is allowed, if it complies with the following standards:

- (1) Location: at the entrance to the single-family residential subdivision, set back from the road to maintain unobstructed lines of vision for 500 feet in all directions of travel.
- (2) Number (maximum): one for each single-family residential subdivision.
- (3) Area (maximum): 12 square feet.
- (4) Height (maximum): six feet above established grade.
- (5) Materials: low maintenance, durable, and in keeping with the character of the subdivision; plastic signs with internal illumination are prohibited; any illumination shall be of an enclosed lamp design, non-flashing, and contain no red illumination. Reflector-type signs may be used.
- (6) Landscaping: non-invasive landscaping which is attractive year-round shall be provided at the base of the gateway sign.
- (7) Maintenance: responsibility of a Homeowners' Association or other entity or person designated in a maintenance agreement signed with the Department of Permitting, Inspections, and Enforcement.

COMMENT: The proposed monument (entrance) sign is located on the subject property and is in conformance with this requirement. The entrance sign is approximately 78 square feet, and the sign area is approximately 11.67 square feet.

Sec. 27-61600. GREEN BUILDING STANDARDS.

27-61603. Green Building Standards.

(a) Minimum Amount of Points Required.

Development subject to the standards of this Section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(b): Green Building Point System.

- (1) Minimum Requirements for Residential Development.
 - (A) 10 to 25 units: 3 points.
 - (B) 25 or more units: 4 points.
- (b) Green Building Point System.

Development subject to the standards of this Section shall use Table 27-61603(b): Green Building Point System, to determine compliance with this Section.

COMMENT: This regulation is met. The following features will be provided:

HERS index greater than 40 less than or equal to 60 (0.75), low flow toilet (0.5), low flow showers (0.5), low flow faucets (0.5), The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code (1.00), and Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff (1.00) – Total is 4.25 points out of the 4 points required.

VIII. TREE CANOPY COVERAGE REQUIREMENT

The Prince George's County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128.

This development has an approved preliminary plan of subdivision (PPS-2022-025)) with an approved Type 1 TCP (TCP1-019-2023), and pursuant to Section 25-127(a)(4), plans demonstrating conformance to this Division approved as part of a permit or an entitlement case shall be subject to the regulations in place at the time of approval. Since this application is being reviewed pursuant to previously approved entitlements, DET-2022-020 is in conformance with the TCC regulations in place at the time of the approvals that now authorize the ability to continue to utilize the prior zoning. At the time of the prior approvals, properties that are zoned RSF-A were required to provide a minimum of 10 percent of the gross tract area in TCC. As provided on the DET, 20% of the site area is being preserved, which exceeds the tree canopy coverage requirements.

IX. PRIOR APPROVALS

Preliminary Plan of Subdivision – PPS-2022-025 (PGCPB Resolution No. 2024-002)

On January 4, 2024, the Planning Board approved Preliminary Plan of Subdivision PPS-2022-001 with twenty-three (23) conditions. Planning Board Resolution PGCPB No. 2024-002 was adopted on January 25, 2024. The applicable conditions related to the DET are as follows:

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 47842-2022-01, and any subsequent revisions.

COMMENT: This condition is met. SWM concept plan 47842-2022 was submitted with the application.

4. At the time of final plat, in accordance with Section 24-4601(b)(4)(A)(i) of the Prince George's County Subdivision Regulations, approximately $4.62 \pm 4.62 \pm 4$

National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:

- a. An original, special warranty deed for the property to be conveyed (signed by the Washington Suburban Sanitary Commission, Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department, along with the first final plat application.
- b. The applicant and the applicant's heirs, successors and/or assignees shall demonstrate that any liens, leases, mortgages, or trusts have been released from the land to be conveyed to M-NCPPC.
- c. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including, but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs, and gutters, and front-foot benefit charges, prior and subsequent to a building permit application.
- d. The boundaries, lot or parcel identification, and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
- e. The land to be conveyed shall not be disturbed or filled in any way, without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.
- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.
- g. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require performance bond and easement agreement, prior to issuance of grading permits.
- h. In general, no stormwater management facilities, tree conservation, or utility easements shall be located on land owned by, or to be conveyed to, M-NCPPC. However, the Prince George's County Department of Parks and Recreation (DPR) recognizes that there may be need for conservation or utility easements, the applicant, must obtain written consent from DPR. DPR shall review and approve the location and/or design of any needed easements. Should the easement requests be approved by DPR, a performance bond and/or

maintenance and easement agreements may be required prior to the issuance of any grading permits.

COMMENT: This condition is acknowledged and will be addressed at the time of final plat.

5. The applicant and the applicant's heirs, successors, and/or assignees shall construct the master-planned Timothy Branch trail. The master-planned trail shall be designed in accordance with the standards outlined in the *Parks and Recreation Facilities Design Guidelines*. The timing of the construction of the master-planned trail shall be determined with the approval of the detailed site plan (DET). A public use easement or covenant shall be provided over the trail, with the width of the easement determined at the time of DET.

COMMENT: Acknowledged, the required master plan trail is depicted and provided on the DET in response to this condition. The timing of construction is proposed to be prior to the issuance of the 79th residential building permit.

6. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation, Park Planning and Development Division (PP&D), for the construction of the Timothy Branch trail, for approval. Upon approval by PP&D staff, the RFA shall be recorded among the Prince George's County Land Records, and the book and page of the RFA shall be noted on the final plat, prior to plat recordation. The public RFA shall reflect the timing for the construction of the trail established with the detail site plan.

COMMENT: This condition is acknowledged and will be addressed at the time of final plat.

8. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft public use easement agreement or covenant for the Timothy Branch trail, to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Department of Parks and Recreation, for approval. The easement agreement shall contain the rights of M-NCPPC, be recorded in land records, and the book/page shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved detail site plan.

COMMENT: Acknowledged.

- 9. In conformance with the recommendation of the 2009 Approved Countywide Master Plan of Transportation, and the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these on the detailed site plan prior to acceptance:
 - a. The master-planned Timothy Branch trail along the property's McKendree Road frontage, and along the eastern edge of the property.

- b. Five-foot-wide sidewalks along both sides of Private Street A, on its western and northern segments; along the west side of Private Street A, on its eastern segment; and on Parcels F, H and J, in order to provide pedestrians access to the fronts of the private lots.
- c. American with Disabilities Act accessible curb ramps and marked crosswalks along the access points on McKendree Road and throughout the entire site.
- d. Shared lane markings (sharrows) along the frontage of McKendree Road, unless modified by the operating agency with written correspondence.

This condition shall not be construed to remove the applicant's right to request waivers or departures at the time of detailed site plan, in conformance with Section 27-3614 of the Prince George's County Zoning Ordinance which, if approved, may modify the above requirement.

COMMENT: This condition is met. A 5 foot striped bike lane on McKendree Road has been added to the DET, unless future modified by the operating agency.

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

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

COMMENT: A Type 2 Tree Conservation Plan was submitted with the application.

14. Prior to acceptance of the detailed site plan, the conceptual erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent between the Type 2 tree conservation plan and the conceptual erosion and sediment control plan.

COMMENT: A conceptual erosion and sediment control plan is submitted with the subject application.

15. Prior to acceptance of the detailed site plan, the location of stormwater management (SWM) features on the Type 2 tree conservation plan shall be reflective of the approved SWM concept plan. The limits of disturbance shall be consistent between the plans.

COMMENT: This condition is met.

20. Prior to acceptance of the detailed site plan, the plan shall show the recommended noise wall needed to mitigate noise to below 55 dBA/Leq during the hours of 10:00 p.m. to 7:00 a.m. on Lots 24–29, and an associated detail.

COMMENT: This condition is met.

21. Prior to approval of a building permit for any dwelling located on Lots 24-29, 30, 40, 41, 56, 57, or 79, as identified by the preliminary plan of subdivision, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit, stating that the building shell or structure has been designed to reduce interior noise levels in the dwellings to 45 dBA or less.

COMMENT: Acknowledged.

23. Prior to acceptance of the detailed site plan (DET), the applicant shall provide a revised noise study which shows the final locations of the dwelling units and noise barriers, and which shows the location of the mitigated 55 dBA/Ldq noise contour, modeled using both the dwellings and noise barriers. The DET shall reflect the location of the mitigated 55 dBA/Ldq noise contour as it is shown in the noise study.

COMMENT: This condition is met.

X CONCLUSION

The applicant respectfully submits that all of the criteria for granting the proposed detailed site plan and waivers have been met, and as such, the plan does represent a reasonable alternative for satisfying the applicable standards of this Subtitle, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended. Thus, this application must be approved.

Respectfully submitted,

MCNAMEE HOSEA, P.A.

By:

Matthew C. Tedesco, Esq. Attorney for the Applicant

By:

Dominique A. Lockhart, AICP. Senior Land Use Planner

Dominique Lados.

Date: September 19, 2024

December 4, 2024 (Post SDRC Submittal)

Prince George's County Planning Department Maryland-National Capital Park and Planning Commission 1616 McCormick Drive Largo, MD 20774

December 5, 2024

Re: McKendree Road
DET-2022-020
ACL-2024-003
Request for Alternative Compliance

Dear Park and Planning:

On behalf of our client, Christopher Land LLC, we respectfully request Alternative Compliance approval for Section 4.10, Street Trees for Private Streets, pursuant to Section 1.3 of the Prince George's County Landscape Manual.

I. Background Information

The 12.86-acre site is located on the north side of McKendree Road, approximately 400 feet west of its intersection with US 301 (Crain Highway). The street address is 16400 McKendree Road, Brandywine, MD. The property is currently zoned RSF-A, and its companion case Detailed Site Plan (DET-2022-020) has been submitted for review under the current zone regulations for the development of seventy-nine (79) single-family attached residential units.

This application seeks approval of alternative compliance for the following requirement:

Section 4.6 Buffering Development from Streets

4.6(c)(1)(A)(III)

Major Collector or Arterial Road - A minimum 50-foot-wide buffer with the following plant materials per 100 linear feet of property line adjacent to the street:6 shade trees, 16 evergreen trees, and 30 shrubs; or an equivalency of 170 plant units

Section 4.10. Street Trees (For Private Streets)

4.10(c)(1)

Street trees shall be planted at a rate of 1 tree per 40 linear feet on each side of the street, excluding driveway openings. Street tree spacing should be generally as consistent as possible along the entire street but adjustments to these allowances may be made, where necessary, to accommodate conflicts with curb cuts, fire hydrants, and other infrastructure elements.

Due to several site conditions shown on the Detailed Site Plan and Landscape and Lighting Plan, the project is not able to meet the required minimum buffer width per Section 4.6, and the required minimum number street trees along private streets per Section 4.10 of the Landscape Manual. Charles P. Johnson & Associates (CPJ) hereby requests Alternative Compliance for the subject property on behalf of the client, Christopher Land LLC, in connection with the coordinated review of the Detailed Site Plan.

II. Reasons for Alternative Compliance Request

As noted on Landscape Manual Schedule 4.6-2 #1 shown on the Landscape and Lighting Plan, the minimum required buffer width for a major collector road is 50' and the provided buffer width is 33' from right-of way to the rear yard of lot 1. However, measuring the distance from the vehicular travel lane to the rear yard provides the intended 50' separation. The required plant units for 19 linear feet of buffer would be 33 plant units; to offset the reduced buffer depth the applicant has provided 40 plant units, a 20% increase over the requirement. To provide an alternative that exceeds Landscape Manual requirements, the applicant is also proposing to install larger caliper plant stock than required, to aid in the hardiness/survival of the landscape material.

SCHEDULE 4.6-1 - BUFFER #13 BUFFERING RESIDENTIAL DEVELOPMENT FROM STREETS						
Name of street adjacent to Rear Yard	Mckendree Road					
Type of street adjacent to Rear Yard	Arterial					
Linear feet of street frontage toward which required rear yard is oriented, not including driveway openings	19					
Percentage of required buffer strip occupied by existing trees:	0%					
Invasive species in the buffer area?	YES	▼ NO				
Six-foot-high fence or wall included in bufferyard?	☐ YES ✓ NO					
	REQUIRED	PROVIDED				
Minimum Width of Buffer	50 FT	33 FT *				
Shade Trees	1.1	1				
Evergreen Trees	3	2				
Shrubs	5.7	20				
Plant Units	33	40				
Existing Shade Trees	0	0				

As noted on Landscape Manual Schedule 4.10-1 shown on the Landscape and Lighting Plan, the length of street frontage after subtracting all driveway entrances is 974 LF along the outside curb, and 693 LF along the interior curb for the private road located in Parcel C. The number of street trees required along 1,667 LF of frontage (at 1 tree per 40 LF) is 42 trees. The number of street trees proposed is 30 when taking into consideration the allowable planting areas set forth in Section 4.10(c). In an attempt to provide as many street trees as possible, the minimum clearances set forth in Section 4.10(c)(10) through (15) will be disregarded. However, to maintain the trees' survival rate, the minimum 48 SF planting area is being maintained.

TABLE 4.10-1: STREET TREES ALONG STREETS		
1) Number of street trees required:		
a. Linear Feet of frontage on divided by 30 (for Ornamental Trees)	LF/30	
* Fill in name of road, include line for each frontage area	street trees	
b. Linear Feet of frontage on Private Road A divided by 40 (for Shade Trees)	1667 LF/40	
* Fill in name of road, include line for each frontage area	42 street trees	
2) Number of street trees provided:	30 shade trees	
	5 ornamental trees	
3) Are street trees located a minimum of 20 feet from the point of curvature of an	X yes	
intersection of 2 streets?	no	
4) Are street trees located a minimum of 10 feet from the point of curvature of a	Xyes	
residential driveway?	no	
5) Are street trees located a minimum of 15 feet from the point of curvature of	Xyes	
commercial driveway entrances?	no	
•	yes	
6) Are street trees located a minimum of 10 feet from street light poles?	X no	
7) Are street trees located a minimum of 10 feet from water meters, gas boxes, and	yes	
hydrants?	X no	
0) A	yes	
8) Are street trees located a minimum of 10 feet from storm drain inlets, or manholes?	X no	
9) Are street trees located between the sidewalk and face of curb in a space (isolated or	X yes	
continuous planter) no less than 6 feet wide and 8 feet long?	no	
10) Are 50% of all isolated and continuous planters planted with shrubs, perennials,	yes	
and/or groundcover only (no grass)?	X no	
10) And the state of the state o	yes	
10) Are street tree planters 5 feet wide and a minimum of 60 square feet?	N/A no	
44\	yes	
11) Are street tree planters 4 feet wide and provided with structural soil and/or slab?	N/A no	
12) Are trees in grates or other negricus meterials?	yes	
13) Are trees in grates or other pervious materials?	X no	
14) Minimum area of soil surface required:		
6-foot-wide at a minimum of 48 square feet	780 Cubic feet provided	
5-foot-wide at a minimum of 60 square feet	Cubic feet provided	
Other (if 4-foot-wide)	Cubic feet provided	

When taking into consideration the minimum planting area of 48 SF per Section 4.10(c)(4), and minimum spacing requirements listed in Section 4.10(c)(10) thru (15), the allowable planting area is reduced to 21 LF along the exterior of the road (between lots 12 and 13) and 26 LF along the interior of the private road (adjacent to lot 68 at the main entrance). All other areas are encumbered by a combination of driveway/alley entrances, storm drain manholes, light poles, fire hydrants, required sidewalks and trails, and utility easements, as explained in further detail below.

The number of street trees that can be installed along the private street is constrained by several conditions.

- Driveways for front loaded single-family attached houses: Per Section 4.10(c)(4), each street tree planting bed needs a minimum of 48 square feet of surface area. Per Section 4.10(c)(11), street trees shall be located a minimum of 10 feet from the point of curvature of residential driveway entrances. Due to the nature of front-load townhouses with a 2-car garage, the planting area between the driveways at many locations does not provide the minimum planting area, nor does it allow for the 10-foot clearance between the tree and the edge of driveway. The frontage along the front-load 24' townhouses only allows for 8' of grass area between the 16' wide driveways, and the sidewalk is set 5' back from the curb, limiting the plantable area to +/-40 SF.
- 2) <u>Intersections:</u> Per Section 4.10(c)(3) and (c)(10), street trees cannot be installed within 20 feet from the point of curvature of an intersection. In order to provide a safe and walkable pedestrian-oriented development, the subject property has several short blocks and intersections which limits the amount of street frontage available for street trees.

3) <u>Utility conflicts:</u> Many areas of street frontage are unavailable for proposed street tree installation due to conflicts with underground utilities such as storm drainage infrastructure, water service, sewers, and the public utility easements. Additional above ground utility conflicts include street light poles and hydrants. Wherever possible, utility conflicts have been minimized to increase the number of street trees.

Additionally, spacing guidelines and best practices for shade and ornamental street trees limit how many trees can be installed in the space between the curb and sidewalk to an average of 30 feet on center.

III. Alternative Compliance

Section 1.3 of the Prince George's County Landscape Manual sets forth the requirements for approval of alternative compliance applications. While an explanation and justification is needed, hardship or practical difficulty is not a precondition for approval. In other words, the review is to ensure the proposed landscaping design will achieve the purposes described in the Landscape Manual. The applicant has provided that explanation within this justification statement.

- (a) The standards contained in this manual are intended to encourage development that is economically viable and environmentally sound. The standards are not intended to be arbitrary or to inhibit creative solutions. Project conditions may justify approval of alternative methods of compliance with the standards. Conditions may arise where normal compliance is impractical or impossible or where maximum achievement of the purposes can only be obtained through alternative compliance. Requests for alternative compliance may be approved for any application to which the requirements apply when one or more of the following conditions are present:
 - (1) Topography, soil, vegetation, or other site conditions are such that full compliance with the requirements is impossible or impractical; improved environmental quality would result from the alternative compliance.

RESPONSE: This request is not based on topography, soil, vegetation, or other site conditions.

(2) Space limitations, unusually shaped lots, prevailing practices in the surrounding neighborhood, in-fill sites, and improvements and redevelopment in older communities.

RESPONSE: As depicted on the approved NRI (NRI-082-05), the property is impacted by unique environmental conditions (i.e. 100-year floodplain, wetlands, streams and their associated buffers) that significantly restrict the developable area of the property. The Primary Management Area ("PMA") makes up 4.67 acres of the 12.86 acres site. The proposed development is designed outside of the PMA, and away from the sensitive environmental features listed above.

There are further space limitations that limit the area available for buffers and street trees created by the location of driveway/alley entrances, storm drain manholes, utilities, utility easements, lighting, fire hydrants, trails, and sidewalks. The approved Preliminary Plan of Subdivision PPS-2022-025 (PGCPB Resolution No. 2024-002) included condition no. 9, which required five-foot-wide sidewalks along both sides of Private Street A, which is met as depicted on the submitted Landscape Plan and associated Detailed Site Plan.

(3) Change of use on an existing site increases the buffer required by Section 4.7, Buffering Incompatible Uses, more than it is feasible to provide.

RESPONSE: This request is not based on a change of use.

(4) Safety considerations make alternative compliance necessary.

McKendree Road, DET-2022-020 Alternative Compliance Request December 5, 2024 Page 5 of 5

RESPONSE: Vehicular and pedestrian safety is a consideration that makes this alternative compliance necessary. Due to the shape of the subject property and the environmental constraints present thereon, one main loop road creating a single block is the most appropriate and functional layout for development. The internal private road network has been designed for slower traffic speeds and functions to calm traffic. Given the geometry and configuration of the road that takes on a "U" shape through the development, the roadway will naturally result in reducing any interior speeds of vehicles given the two points of turns at the terminus that make two approximate 90-degree angles. The roadway configuration combined with sidewalk layout, creates a safe environment focused on both vehicular and pedestrian traffic flows.

(b) A proposed alternative compliance measure must be equally effective as normal compliance in terms of quality, durability, hardiness, and ability to fulfill the design criteria in Section 3.

The intent of Section 4.6 is to provide adequate screening for residential rear yards that are exposed to vehicular travel lanes. While the buffer depth does not meet the minimum requirements, providing landscaping that exceeds the minimum requirements, both in terms of quantity and size, is an equally effective alternative to provide substantial screening for lot 1.

Where utility conflicts, driveways, and intersections restrict the potential locations for street trees, every effort has been made to propose large shade trees near the street, but outside of the right-of-way, in order to shade sidewalks and on-street parking, enhance street aesthetics, and achieve many of the same benefits as street trees within the right-of-way. Every effort has also been made to propose shade, ornamental, and evergreen trees on-lot and on HOA parcels wherever feasible so that Landscape Manual Section 4.1-2 ("Residential Requirements for Townhouses, One-Family Semi-Detached, and Two-Family Dwellings Arranged Horizontally") are met and exceeded (as shown on the Landscape and Lighting Plan). Additionally, all proposed plant stock has been specified as a larger caliper, above the minimum requirements prescribed in the Landscape Manual. The proposed design meets the desired landscape elements as outlined in Section 3 of the Landscape Manual through plant type variety, species, visual aesthetics, environmental sustainability, and planting patterns.

IV. Conclusion:

For the above reasons, the applicant respectfully requests that Park and Planning APPROVE this request for Alternative Compliance.

Sincerely,

Brian Hargis, Project Manager

Charles P. Johnson Associates

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 9, 2024

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section, Development Review

Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community

Planning Division

VIA: Kierre McCune, Supervisor, Master Plans and Studies Section, Community

Planning Division

FROM: Michael D. Calomese, AICP, Planner III, Master Plans and Studies, Community

Planning Division

SUBJECT: DET-2022-020 (ACL-2024-003) McKendree Road

FINDINGS

Community Planning Division staff finds that, pursuant to 27-3605 (e)(6) Detailed Site Plan Decision Standards of the Zoning Ordinance, this detailed site plan to construct 79 single-family attached residential units (townhouses), associated infrastructure and amenities is not required to show conformance to the Master Plan.

BACKGROUND

Application Type: Detailed Site Plan (DET)

Planning Area/Community: 85A/Brandywine & Vicinity

Location: 16400 McKendree Road, Brandywine, MD 20613, on the

north side of McKendree Road, approximately 420 feet west of its intersection with US 301 (Robert S. Crain

Highway)

Size: 12.86 acres

Existing Use: Generally wooded with a single-family residential

dwelling and accessory structures on the property

Future Land Use: Residential Medium High

DET-2022-020 (ACL-2024-003) McKendree Road, p. 2

Proposal: To construct 79 single-family attached residential units

(townhouses), associated infrastructure and amenities

using the current Zoning Ordinance

Zoning: Residential, Single-Family - Attached (RSF-A)

Applicable Zoning Ordinance: Current Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: The 2014 *Plan Prince George's 2035 Approved General* (Plan 2035) places this property in the **Established Communities** Growth Policy area. Established communities are defined as "existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development." (p. 20)

Analysis: The proposed single-family residential use is consistent with this recommendation and is compatible with the surrounding uses.

Master Plan: The 2013 *Approved Subregion 5 Master Plan* (Master Plan) envisions creating an attractive, vital, and sustainable suburban and rural region, managed in a way that protects the best existing character of rural and suburban areas and supports, through land use measures and other policies and programs, the future desired characteristics of these areas. The Master Plan recommends a **Residential Medium High** land use on the subject property. Residential Medium High land use is defined as "residential areas between eight and 20 dwelling units per acre" (p. 31) and "can be developed as single-family or townhouse development." (p. 33)

Analysis: Although the subject property has a gross area of 12.86 acres, the applicant will convey a 4.62-acre parcel to M-NCPPC, leaving a net area of 8.24 acres. It is upon these 8.24 acres that the applicant will construct 79 townhouses. The calculated density upon the net acreage is 9.59 dwelling units per acre. This falls within the range of allowed densities for the Residential Medium High future land use. Therefore, the proposed use conforms with the recommended land use.

In addition, the Master Plan recommends the following policies and strategies to help advance the intent and purpose of the plan:

CHAPTER IV: ENVIRONMENT - Green Infrastructure

- Policies (p. 71)
 - o Protect the portions of the green infrastructure network that are outside the

DET-2022-020 (ACL-2024-003) McKendree Road, p. 3

primary and secondary corridors to restore and enhance environmental features, habitat, and important connections.

• Strategies (p. 71)

- Preserve or restore regulated areas designated in the green infrastructure network through the development review process for new land development proposals.
- Continue to implement the County's Woodland Conservation and Tree Preservation Ordinance, which places a priority on the preservation of woodlands in conjunction with floodplains, wetlands, stream corridors, and steep slopes and emphasizes the preservation of large, contiguous woodland tracts.
- Preserve habitat areas to the fullest extent possible during the land development process.
- Target public land acquisition programs within the designated green infrastructure network to preserve, enhance, or restore essential features and special habitat areas.

Analysis: The applicant will convey the western parcel (Parcel A) of the subject property to M-NCPPC. Much of the Regulated area of green infrastructure is located in this parcel to be conveyed. However, there is still a Regulated area of green infrastructure along the eastern boundary of the subject property, which is where the Master Plan Timothy Branch trail has been sited. Staff requests that the applicant coordinate with the Environmental Planning Section to preserve natural areas and limit impacts to sensitive environmental features to ensure that the property meets all environmental regulations on site.

CHAPTER VI: TRANSPORTATION - Sidewalks, Bikeways and Trails

Policies (p. 118)

- Promote pedestrian and bicycle opportunities as part of a multi-modal transportation network.
- Connect a spine network of trails to the most populated areas.
- o Expand and promote hiker/biker/equestrian recreational activities.
- Promote and encourage cycling and walking for commuting purposes as an alternative to driving a car.

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

• Strategy (p. 121)

- o Construct the following Off-Road trails:
 - The Timothy Branch Stream Valley Trail is a planned hard surface trail that will stretch along Timothy Branch between Dyson Road and Mattawoman Creek. It will provide access to the Brandywine Community Center.

Analysis: The Timothy Branch Trail is a hard surface trail that was originally planned for a north/south orientation through the western portion of the subject property. Per the applicant, "The site plan also depicts the proposed 10-foot-wide master plan trail along the front and east side of the site that fulfills the intent of the Timothy Branch trail. The location of this master planned trail was a major discussion during the review and ultimate approval of the PPS. Staff and, ultimately, the Planning Board indicated the desire and approval of the master planned trail along the eastern property and not the western property boundary." Staff recommends implementing the transportation policies and strategies of the Plan, to the extent practicable, and encourages the applicant to work with the Transportation Planning Section, and the operating agencies as appropriate to provide access to and through residential areas.

CHAPTER VI: TRANSPORTATION - Conservation and Enhancement of Special Roadways

- Policies (p. 123)
 - o Conserve and enhance the scenic and historic values along special roadways.
 - o Conserve and enhance the viewsheds along designated roadways.
- Strategy (p. 127)
 - McKendree Road, from US 301 to 0.6 miles west of US 301, is a planned shared roadway that runs adjacent to the southern boundary of the subject property. (see Table VI-7: Designated Special Roadways, p. 127)

Analysis: McKendree Road (MC-502) is a 100-foot wide Major Collector and shared roadway. This road has a designation as a Historic Road. This road runs along the south of the subject property. Staff recommends implementing the transportation policies and strategies of the Plan, to the extent practicable, and encourages the applicant to work with the Historic Preservation and Transportation Planning Sections, and the operating agencies as appropriate to provide access to and through residential areas and enhance to the views along this roadway.

DET-2022-020 (ACL-2024-003) McKendree Road, p. 5

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

SMA/Zoning: The 2013 *Approved Subregion 5 Sectional Map Amendment* reclassified the subject property from the Commercial-Miscellaneous (C-M) and Residential-Rural (R-R) zones into the Townhouse (R-T) zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the Townhouse (R-T) zone to the Residential, Single-Family - Attached (RSF-A) zone, effective April 1, 2022.

MASTER PLAN CONFORMANCE ISSUES:

None

cc: Long-Range Agenda Notebook



1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

December 17, 2024

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section

VIA: Mridula Gupta, Acting Planning Supervisor, Subdivision Section M_{G}

FROM: Jason Bartlett, Planner II, Subdivision Section

SUBJECT: DET-2022-020; McKendree Road

The property subject to this detailed site plan (DET) totals 12.86 acres (8.32 net tract area) and is located on Tax Map 164 in Grid F1. The property is identified in the Maryland State Department of Assessments and Taxations as Parcel 15, recorded by deed in the Prince George's County Land Records in Book 42959, Page 328. The property is further located within the Residential, Single-Family-Attached (RSF-A) Zone and is subject to the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* (master plan), and applicable provisions of Subtitles 24 and 27.

This DET proposes 79 lots and 13 parcels for construction of 79 single-family attached dwelling units. The property is currently improved with a single-family dwelling and associated accessory structures, which are proposed to be razed.

DET-2022-020 was accepted for review on October 29, 2024. Comments were previously provided at the SDRC meeting on November 22, 2024. This referral response is based on revised plans received on December 5, 2024.

The property is subject to Preliminary Plan of Subdivision PPS-2022-025 titled McKendree Road (PGCPB Resolution No. 2024-002), approved on January 25, 2024 by Prince George's Planning Board. This PPS covers 12.86 acres and approved 79 lots and 13 parcels for construction of 79 single-family attached dwelling units. The development proposed with this DET is within the development evaluated under the PPS and therefore, a new PPS is not required at this time.

PPS-2022-025 was approved subject to 23 conditions, of which the following are applicable to the review of this DET:

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 47842-2022-01, once approved, and any subsequent revisions.

An approved stormwater management (SWM) concept letter (47842-2022-01) and plan was submitted with this DET application. The Environmental Planning Section should

determine whether the proposed development is in conformance with the approved SWM concept plan.

- 3. Prior to approval, the final plat of subdivision shall include:
 - a. The granting of a public utility easement along McKendree Road.
 - b. The granting of continuous public utility easements along at least one side of all private streets.
 - c. Dedication of public right-of-way for McKendree Road, in accordance with the approved preliminary plan of subdivision.

The DET shows the required public utility easements (PUEs) and dedication of public right-of-way in accordance with the approved PPS, except along Private Road A. This PUE will need to be provided on the DET prior to certification. Alternatively, at the time of final plat, the applicant will need to submit a request for a variation from Section 24-4205 for the non-standard PUEs.

4. At the time of final plat, in accordance with Section 24-4601(b)(4)(A)(i) of the Prince George's County Subdivision Regulations, approximately 4.62 +/- acres of parkland, as shown on the preliminary plan of subdivision (Parcel A), shall be conveyed to The Maryland National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:

Condition 4 and its 8 sub conditions requires conveyance of approximately 4.62 acres of land shown on the approved PPS as Parcel A to be conveyed to M-NCPPC. The DET site plan and landscape plan depicts Parcel A consisting of 4.62 acres in conformance with this condition and the approved PPS, with a callout stating that this parcel is to be conveyed to M-NCPPC.

5. The applicant and the applicant's heirs, successors, and/or assignees shall construct the master planned Timothy Branch trail. The master-planned trail shall be designed in accordance with the standards outlined in the *Parks and Recreation Facilities Design Guidelines*. The timing of construction of the master-planned trail shall be determined with the approval of the detailed site plan (DET). A public use easement or covenant shall be provided over the trail, with the width of the easement determined at the time of DET.

A 12-foot-wide public use easement is shown on the DET, centered along the 10-foot-wide master-planned trail. Per the applicant's statement of justification, the timing of its construction is proposed to be prior to the issuance of the 79th residential building permit. However, this trigger is not listed on the DET. The design of the master-planned trail should be reviewed by the Department of Parks and Recreation (DPR) for conformance to this condition and the timing of construction should be evaluated by DPR in conjunction with the Urban Design Section.

9. In conformance with the recommendations of the 2009 Approved Countywide Master Plan of Transportation, and the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or

assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to acceptance:

- a. The master-planned Timothy Branch trail along the property's McKendree Road frontage, and along the eastern edge of the property.
- b. Five-foot-wide sidewalks along both sides of Private Street A, on its western and northern segments; along the west side of Private Street A, on its eastern segment; and on Parcels F, H, and J, in order to provide pedestrian access to the fronts of the private lots.
- c. Americans with Disabilities Act accessible curb ramps and marked crosswalks along the access points on McKendree Road and throughout the entire site.
- d. Shared lane markings (sharrows) along the frontage of McKendree Road, unless modified by the operating agency with written correspondence.

This condition shall not be construed to remove the applicant's right to request waivers or departures at the time of detailed site plan, in conformance with Section 27-3614 of the Prince George's County Zoning Ordinance which, if approved, may modify the above requirements.

Condition 9 requires and outlines certain bicycle and pedestrian facilities to be provided for the proposed development. These items are depicted on the DET site plan and landscape plan. However, instead of sharrows the applicant has provided dedicated bike lanes. The submittal should be reviewed by the Transportation Planning Section to evaluate whether this condition has been addressed adequately.

11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-019-2023). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-019-2023), or as modified by a future Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/ Tree Preservation Policy."

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

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

A Type 2 Tree Conservation Plan, TCP2-043-2024 was submitted with this application. The submittal should be reviewed by the Environmental Planning Section to evaluate whether the DET and the TCP2 conform to the approved TCP1.

14. Prior to acceptance of the detailed site plan, the conceptual erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent between the Type 2 tree conservation plan and the conceptual erosion and sediment control plan.

A copy of the conceptual erosion and sediment control plan was submitted with this DET. Conformance to this condition should be determined by the Environmental Planning Section.

15. Prior to acceptance of the detailed site plan, the location of stormwater management (SWM) features on the Type 2 tree conservation plan shall be reflective of the approved SWM concept plan. The limits of disturbance shall be consistent between the plans.

Conformance to this condition should be determined by the Environmental Planning Section.

20. Prior to acceptance of the detailed site plan, the plan shall show the recommended noise wall needed to mitigate noise to below 55 dBA/Leq during the hours of 10:00 p.m. to 7:00 a.m. on Lots 24-29, and an associated detail.

The noise wall and its detail are shown on the DET, in conformance with the revised noise study dated December 3, 2024, required per Condition 23 below.

23. Prior to acceptance of the detailed site plan (DET), the applicant shall provide a revised noise study which shows the final locations of the dwelling units and noise barriers, and which shows the location of the mitigated 55 dBA/Leq noise contour, modeled using both the dwellings and noise barriers. The DET shall reflect the location of the mitigated 55 dBA/Leq noise contour as it is shown in the noise study.

The applicant provided the revised noise study dated December 3, 2024, in conformance with Condition 23. This report provides the location and required mitigation with represented values to demonstrate conformance. However, it does not provide a supporting 55 dBA/Leq noise contour, nor does the DET reflect the noise contour. A revised noise study reflecting this contour should be provided prior to certification of the DET and the DET must be revised to reflect the contour in conformance with the noise study.

The property is also subject to a Certificate of Adequacy, ADQ-2022-071, approved on December 19, 2023, subject to two conditions. At this time, there are no issues regarding conformance of this DET to the conditions of the approved ADQ.

Additional Comments:

1. A final plat application will be required following approval of the DET, before any permits may be approved.

Recommended Conditions of Approval:

- 1. Prior to certification of the detailed site plan, provide a revised noise study in conformance with Condition 23 of Preliminary Plan of Subdivision PPS-2022-025, which shows the location of the mitigated 55 dBA/Leq noise contour, modeled using both the dwellings and noise barriers.
- 2. Prior to certification of the detailed site plan, the plan shall be revised to show and label the mitigated 55 dBA/Leq noise contour.
- 3. At the time of final plat, the applicant shall submit a request for a variation from Section 24-4205 of the Subdivision Regulations. If the variation is not approved, a DET amendment and revised final plat will be required showing a 10-foot-wide public utility easement along at least one side of all private rights-of-way.

The referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The detailed site plan is in conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DET and must be consistent with the record plat, once approved, or permits will be placed on hold. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation 6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: December 16, 2024

TO: David Meyerholtz, Planner III

Urban Design Section

Development Review Division

Planning Department

VIA: Sonja Ewing, Division Chief **SME**

Park Planning & Environmental Stewardship

Department of Parks and Recreation

FROM: Dominic Quattrocchi, Planning Supervisor DAQ

Ivy R. Thompson, AICP, Planner III IRT

Land Acquisition & Development Review Section Park Planning and Environmental Stewardship Division

Department of Parks and Recreation

SUBJECT: **DET-2022-020 McKendree Road**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this Detailed Site Plan application as it pertains to public parks and recreational facilities.

PROPOSAL

This application is for the development of 79- single family attached dwelling units, infrastructure and amenities.

BACKGROUND

This 12.6-acre property, zoned Residential Single-Family Attached (RSF-A), is located on the north side of McKendree Road, approximately 400 feet west of its intersection with US 301 (Crain Highway) in Brandywine, MD. The property is subject to the 2013 *Approved Subregion 5 Master Plan; Plan Prince George's 2035 Approved General Plan;* the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County,* and *Formula 2040, Functional Master Plan for Parks, Recreation and Open Space.* Parks staff previously reviewed this development project for conformance to the master plan per Subdivision Regulations Sections 24-4101(b) and 24-4402. The *2013 Approved Subregion 5 Master Plan* provides goals and policies related to parks and recreation (pages 135-140). The *2013 Approved Subregion 5 Master Plan* indicates that M-NCPPC owns approximately 261 acres of parkland in the planning area. The plan recommends the proposed acquisition of additional land along the Timothy Branch. The proposed development aligns with the intention of the master plans to provide natural undeveloped land in the sub-region and to support existing development for future residents.

DISCUSSION:

DPR staff reviewed and evaluated DET-2022-020 for conformance with the requirements considered in our recommendations of PPS-2022-025; as they pertain to public parks and

DET-2022-020 McKendree Road

recreation. Preliminary Plan of Subdivision PPS-2022-025 was approved by the Prince George's County Planning Board on January 4, 2022. Conditions 4-9 of PGCPB Resolution No. 2024-002 are relevant to DPR staff. Those conditions state:

- 4. At the time of final plat, in accordance with Section 24-4601(b)(4)(A)(i) of the Prince George's County Subdivision Regulations, approximately 4.62 +/- acres of parkland, as shown on the preliminary plan of subdivision (Parcel A), shall be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:
 - a. An original, special warranty deed for the property to be conveyed (signed by the Washington Suburban Sanitary Commission, Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division of the Prince George's County Planning Department, along with the first final plat application.
 - b. The applicant and the applicant's heirs, successors and/or assignees shall demonstrate that any liens, leases, mortgages, or trusts have been released from the land to be conveyed to M-NCPPC.
 - c. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including, but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges, prior and subsequent to a building permit application.
 - d. The boundaries, lot or parcel identification, and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - e. The land to be conveyed shall not be disturbed or filled in any way, without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks prior to applying for grading permits.
 - f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled, and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.
 - g. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.

DET-2022-020 McKendree Road

h. In general, no stormwater management facilities, tree conservation, or utility easements shall be located on land owned by, or to be conveyed to, M-NCPPC. However, the Prince George's County Department of Parks and Recreation (DPR) recognizes that there may be need for conservation or utility easements in the dedicated M-NCPPC parkland. Prior to the granting of any easements, the applicant must obtain written consent from DPR. DPR shall review and approve the location and/or design of any needed easements. Should the easement requests be approved by DPR, a performance bond and/or maintenance and easement agreements may be required prior to the issuance of any grading permits.

COMMENT: This fulfillment of this condition is pending the submission of the Final Plat. The Detailed Site Plan shows Parcel A is to be conveyed to M-NCPPC.

5. The applicant and the applicant's heirs, successors, and/or assignees shall construct the master-planned Timothy Branch trail. The master-planned trail shall be designed in accordance with the standards outlined in the Parks and Recreation Facilities Design Guidelines. The timing of construction of the master-planned trail shall be determined with the approval of the detailed site plan (DET). A public use easement or covenant shall be provided over the trail, with the width of the easement determined at the time of DET.

COMMENT: The timing of construction of the master-planned trail shall be detailed within the public RFA. The public use easement and maintenance agreement shall be submitted with the RFA for review and approval with the RFA prior to the approval of the Final Plat.

6. Prior to submission of the final plat of subdivision for any residential lot/parcel, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed public recreational facilities agreements (RFAs) to the Prince George's County Department of Parks and Recreation, Park Planning and Development Division (PP&D), for construction of the Timothy Branch trail, for approval. Upon approval by PP&D staff, the RFA shall be recorded among the Prince George's County Land Records, and the book and page of the RFA shall be noted on the final plat. The Public RFA shall reflect the timing for the construction of the trail established with the detailed site plan.

COMMENT: The fulfillment of this condition is pending the submission of the Final Plat.

7. Prior to approval of building permits for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantees to the Prince George's County Department of Parks and Recreation, Park Planning and Development Division, for the construction of the Timothy Branch trail.

COMMENT: The fulfillment of this condition will occur with the review of the 25th building permits.

8. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall provide a draft public use easement agreement or covenant for the Timothy Branch trail, to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Department of Parks and Recreation, for approval. The easement agreement shall contain the rights of M-NCPPC, be recorded in land records, and the

DET-2022-020 McKendree Road

book/page shown on the final plat, prior to recordation. The final plat shall reflect the location and extent of the easement, in accordance with the approved detailed site plan.

COMMENT: The fulfillment of this condition is pending the submission of the Final Plat.

- 9. In conformance with the recommendations of the 2009 Approved Countywide Master Plan of Transportation, and the 2013 Approved Subregion 5 Master Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to acceptance:
 - a. The master-planned Timothy Branch trail along the property's McKendree Road frontage, and along the eastern edge of the property.

COMMENT: This condition is met as the Detailed Site Plan illustrates the master planned Timothy Branch trail alignment.

RECOMMENDATION

DPR staff recommends to the Planning Board approval of DET – 2024-020 McKendree Road subject to the following conditions:

1. Prior to approval of the 25th building permit for residential development, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantees to the Prince George's County Department of Parks and Recreation (DPR) – Park Planning & Development Division (PP&D), for the construction of recreational facilities.

cc: Leonard Pettiford

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division Historic Preservation Section 301-952-3680

December 4, 2024

MEMORANDUM

TO: David Myerholtz, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide

Planning Division 7WG

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

Tyler Smith, Historic Preservation Section, Countywide Planning Division **7AS**

Amelia Chisholm, Historic Preservation Section, Countywide Planning Division AGC

SUBJECT: DET-2022-020 (ACL-2024-003) McKendree Road

The subject property comprises 12.86 acres and is located on the north side of McKendree Road, approximately 420 feet west of its intersection with Route 301 (Robert S. Crain Highway). The subject property is zoned Residential, Single-Family-Attached (RSF-A), and located in the 2013 *Approved Subregion 5 Master Plan* area. The subject application proposes to develop 79 townhouse units with associated infrastructure and amenities.

The 2013 Approved Subregion 5 Master Plan contains goals and policies related to Historic Preservation (pp. 155-158). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicates that the probability of archeological sites within the subject property is high. A Phase I archeology survey was completed in 2006. No archaeological sites were identified. Several twentieth-century buildings, including a ranch-style dwelling, three small-frame outbuildings, and a fourth outbuilding, were photographed. No further work was recommended. Historic Preservation staff concurred that no additional archaeological investigations were necessary on the McKendree Road site.

The subject property does not contain and is not adjacent to, any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommend approval of DET 2022-020, McKendree Road, with no conditions.



PRINCE GEORGE'S COUNTY
Planning Department

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division Environmental Planning Division

301-952-3650

December 16, 2024

MEMORANDUM

TO: David Myerholtz, Planner III, Urban Design Section, DRD

VIA: Tom Burke, Planning Supervisor, Environmental Planning Section, CWPD

MKR for TB

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: McKendree Road: DET-2022-020 and TCP2-043-2024

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DET) application accepted on October 29, 2024. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on November 22, 2024. Revised plans were received on December 5, 2024.

The EPS finds the application in conformance with Sections 27-3605(e)(3), 27-3605(e)(6), 27-6802, 27-6803, 27-6805, 27-6808, and 27-6809 within the Sec. 27-6800 Environmental Protection and Noise Control section of the Zoning Ordinance and recommends approval of DET-2022-020 and Type 2 Tree Conservation Plan TCP2-043-2024, subject to the findings and conditions at the end of this memorandum.

BACKGROUND

The EPS has reviewed this site previously with the review of the following applications:

Development	Associated	Authority	Status	Action Date	Resolution
Review Case	TCP(s)				Number
NRI-082-05	N/A	Staff	Approved	9/15/2005	N/A
NRI-082-05-01	N/A	Staff	Approved	11/23/2005	N/A
4-05121	TCP1-002-06	N/A	Withdrawn	5/18/2006	N/A
4-06081	N/A	N/A	Withdrawn	1/9/2007	N/A
4-07040	TCP1-002-06	Planning Board	Approved	10/18/2007	07-197
			(Expired)		
NRI-082-05-02	N/A	Staff	Approved	3/16/2021	N/A
PPS-2022-025	TCP1-019-2023	Planning Board	Approved	1/4/2024	2024-002
DET-2022-020	TCP2-043-2024	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY

The current application is a DET for the development of 79 single-family detached dwelling units and associated infrastructure.

APPLICABLE ENVIRONMENTAL REGULATIONS

This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property is subject to a TCP that was approved before June 30, 2024. The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in the current Subtitles 24 and 27 because there is a previously approved preliminary plan of subdivision (PPS-2022-025).

SITE DESCRIPTION

The subject property is 12.86 acres and is located on the north side of McKendree Road, approximately 420 feet west of its intersection with US 301 (Robert Crain Highway). The site is currently improved with a single-family dwelling and accessory structures. The current zoning for the site is within the Residential, Single-Family – Attached (RSF-A) Zone.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Review of Preliminary Plans of Subdivision 4-05121, 4-06081, 4-07040

The site was subject to several prior Preliminary Plans of Subdivision (PPS): 4-05121, 4-06081, and 4-07040, which were either withdrawn or expired. There are no relevant conditions of approval for these applications as they have been superseded by PPS-2022-025.

Review of Preliminary Plan of Subdivision PPS-2022-025.

PPS-2022-025 was approved by the Planning Board on January 4, 2024 (PGCPB Resolution No. 2024-002) for 79 lots and 13 parcels for residential uses. The approval conditions, which are environmental in nature, are shown in bold and are addressed below:

2. Development of this site shall be in conformance with Stormwater Management Concept Plan 4782-2022-01, once approved, and any subsequent revisions.

The site remains in general conformance with the stormwater management (SWM) concept plan. However, one outfall depicted on the DET and TCP2 is not shown on the approved SWM concept plan. The outfall is a minor deviation from the approved concept and in an email provided by the applicant dated December 12, 2024, (DeGuzman to Hargis) the Department of Permitting, Inspections and Enforcement (DPIE) has confirmed that a revision to the SWM concept plan is not required.

- 10. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Add the updated tree conservation approval block with the Development Review Division column.
 - b. Show updated stormwater management (SWM) facilities on the plan, consistent with the revised approved SWM concept plan.
 - c. Have the revised plan signed and dated by the qualified professional preparing the plan.

Condition 10 was addressed with the signature approval of TCP1-019-2023.

11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-019-2023). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-019-2023), or as modified by a future Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/ Tree Preservation Policy."

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

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

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

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

Conditions 11 through 13 will be addressed at the time of final plat review.

14. Prior to acceptance of the detailed site plan, the conceptual erosion and sediment control plan shall be submitted. The limits of disturbance shall be consistent between the Type 2 tree conservation plan and the conceptual erosion and sediment control plan.

Condition 14 was addressed with the acceptance of DET-2022-020. The TCP2 is in general conformance with the conceptual erosion and sediment control plan.

15. Prior to acceptance of the detailed site plan, the location of stormwater management (SWM) features on the Type 2 tree conservation plan shall be reflective of the approved SWM concept plan. The limits of disturbance shall be consistent between the plans.

Condition 15 was addressed with the acceptance of DET-2022-020. One additional outfall depicted on the DET and TCP2 is not shown on the approved SWM concept plan. The outfall is a minor deviation from the approved concept and DPIE confirmed that a revision to the SWM concept plan is not required in an email provided by the applicant dated December 12, 2024, (DeGuzman to Hargis).

- 16. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall submit an approved, revised stormwater management (SWM) concept plan. The stormwater facilities shall be consistent between the SWM concept plan, Type 1 tree conservation plan, and PPS.
- 17. Prior to signature approval of the preliminary plan of subdivision, a copy of the approved concept erosion and sediment control plan shall be submitted, so that the limit of disturbance for the project can be verified and shown on the Type 1 tree conservation plan.

Conditions 16 and 17 were addressed with the signature approval of the PPS and TCP1.

18. Prior to the issuance of any permits, which impact 100-year floodplain, wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

Condition 18 will be addressed with the permit review.

ENVIRONMENTAL REVIEW

Natural Resources Inventory

Section 27-6802 requires an approved natural resource inventory (NRI) plan with DET applications. The NRI-082-05-02 was approved on March 16, 2021, and is provided with this application. The site contains 100-year floodplain, wetlands, streams, and their associated buffers comprising the PMA along the western portion of the site. There are five specimen trees scattered throughout the woodland areas of the property.

The provisions of Prince George's County Council Bill CB-022-2024 came into effect July 1, 2024, and established a minimum stream buffer of 100 feet for properties outside of a transit-oriented center. The approved NRI depicts the prior 75-foot stream buffer as it was approved prior to the enactment of CB-022-2024. No revision to the NRI is required as the 25 feet of additional stream buffer are correctly shown on the TCP2. Additional impacts to the stream buffer are outlined in the regulated environmental features (REF) section of this memorandum. The TCP2 and the DET show all the required information correctly in conformance with the NRI, apart from the prior 75-foot stream buffer. No revisions are required for conformance with 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 is subject to a TCP1. TCP2-043-2024 was submitted with the DET application.

Based on the TCP2, the gross tract area is 12.86 acres with 4.54 acres of 100-year floodplain and has a net tract area of 8.32 acres. The site contains 2.30 acres of woodland in the net tract and 3.37 acres of woodland floodplain. The project proposes the removal of 2.11 acres of woodland for a woodland conservation requirement of 3.30 acres. According to the TCP2 worksheet, the requirement is proposed to be met with 0.19 acre of woodland preservation on-site, 0.70 acre of afforestation/reforestation on-site, and 2.41 acres of off-site woodland conservation credits. The draft TCP2 is in general conformance with TCP1-019-2023. The NRI has identified five specimen trees on-site. Two on-site specimen trees were approved to be removed with PPS-2022-025 and TCP1-019-2023.

Specimen Trees

Specimen trees are required to be protected under Section 24-4301 of the Environmental Standards of the Subdivision Regulations.

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 code, however, is not inflexible.

The authorizing legislation of Prince George's County's WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George's County's WCO are set forth in Section 25-119(d). Section 25-119(d)(4) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

PPS-2022-025 and TCP1-019-2023 approved the removal of two specimen trees (ST-21 and ST-25). No additional specimen trees are requested to be removed with this DET.

Regulated Environmental Features

This site contains regulated environmental features (REF) that are required to be preserved and/or restored to the fullest extent possible under Section 27-6808 the Zoning Ordinance. The on-site REF includes streams, stream buffers, wetlands, wetland buffers, and steep slopes.

Section 27-6808 refers to section 24-4300(d)(5) of the Subdivision Ordinance states: "Where land is located outside the Chesapeake Bay Critical Area Overlay (CBCAO) zones, the preliminary plan of subdivision (minor or major) and all plans associated with the application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, consistent with the Environmental Technical Manual established in accordance with Subtitle 25: Trees and Vegetation, of the County Code.

"Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required in accordance with Subtitle 27: Zoning Ordinance, of the County Code, for the reasonable development of the lot outside the regulated feature."

PMA Impacts Associated with PPS-2022-025

Two impacts were approved with the PPS. Both impacts are being modified with this DET as a result of the expansion of the stream buffer from the previously approved 75-foot width to the new 100-foot stream buffer width in accordance with CB-22-2024. Design modifications are discussed as follows.

PMA Impacts Associated with DET-2022-020

Four impacts to the PMA are proposed with this application for a total impact of 0.18-acre (8,039 square feet). A statement of justification (SOJ) dated December 4, 2024, was submitted with the revised material for modifications to two existing impacts and proposing two additional impacts, which have been identified as Impact 1, 2, 3, and 4 as detailed below:

Impact 1 - 0.08 acre (3,488 square feet)

Impact 1 was originally approved with the PPS for 0.07 acre (2,982 square feet) for right-of-way improvements to McKendree Road and was identified as Impact 2. The DET proposes to modify this impact due to additional stream buffer impacts resulting in an increase of 506 square feet of permanent impact, totaling 0.08 acre (3,448 square feet). This impact is supported as proposed due to the minimal increase in impact resulting from new stream buffer regulations.

Impact 2 - 0.08 acre (3,358 square feet)

Impact 2 was originally approved with the PPS for 0.07 acre (2,958 square feet) for the construction of a sanitary sewer connection and was identified as Impact 1. The DET proposes to modify this impact due to additional stream buffer impacts resulting in an increase of 400 square feet of temporary impact, totaling 0.08 acre (3,358 square feet). This impact is supported as proposed due to the minimal increase in impact resulting from new stream buffer regulations.

Impact 3 - 0.01 acre (423 square feet)

Impact 3 is proposed with this DET for the construction of a stormwater outfall. This permanent impact proposes 0.01 acre (423 square feet) of PMA impact and is supported as proposed. One outfall depicted on the DET and TCP2 is not shown on the SWM concept plan. The outfall is a minor deviation from the approved concept and DPIE has confirmed in an email to the applicant dated December 12, 2024 that a revision to the SWM concept plan is not required(DeGuzman to Hargis).

Impact 4 - 0.02 acre (770 square feet)

Impact 4 is proposed with this DET for site grading. This temporary impact proposes 0.02-acre (770 square feet) of PMA impact and is supported as proposed due to the impact resulting from new stream buffer regulations.

Conclusion

Four PMA impacts are proposed with this application. Impact 1 and Impact 2 were approved with the PPS and are being modified due to new stream buffer impact resulting from the enactment of CB-022-2024.

Impact 3 is associated with the site's stormwater management and is supported after staff received confirmation from DPIE that the outfall is necessary and that a revision to the approved SWM concept plan is not required. Impact 4 is a temporary impact for grading as a result of new stream buffer regulations which increase the PMA by 25 feet. These impacts are supported as proposed.

Stormwater Management

Section 27-3605(c)(F)(x) of the Zoning Ordinance requires a SWM concept plan approval prior to acceptance of a DET. An approved Concept Plan (#47842-2022-01) was submitted with the revised material, which shows the use of submerged gravel wetlands, micro-bioretention, bio swales, and planter boxes. This stormwater management plan was approved on April 25, 2024, and expires on April 25, 2027. One additional outfall depicted on the DET and TCP2 is not shown on the approved SWM concept. The outfall is a minor deviation from the approved concept and DPIE has confirmed in an email to the applicant dated December 12, 2024, that a revision to the SWM concept plan is not required (DeGuzman to Hargis).

Soils

Section 27-6809, Unsafe Lands of the Zoning Ordinance, states that "all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations". This application will use the current Subdivision Regulations, and Section 24-4101(c) (1) states "The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes."

According to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), soils present include Beltsville silt loam, Croom gravelly sandy loam, Grosstown gravelly silt loam, Potobac-Issue complex, and Woodstown sandy loam. Marlboro and Christiana clays are not found to occur on this property.

Erosion and Sediment Control

Section 27-6805 of the Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code.

The County requires the approval of an Erosion and Sediment Control Plan. The TCP2 must reflect the ultimate limits of disturbance (LOD), not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures. Prior to certification of the TCP2, a copy of the Erosion and Sediment Control Technical Plan must be submitted so that the ultimate LOD for the project can be verified and shown on the TCP2.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of application DET-2022-020 and TCP2-043-2024, and recommends approval, subject to the following findings and conditions:

Recommended Findings

- 1. PPS-2022-025 and TCP1-019-2023 approved the removal of two specimen trees (ST-21 and ST-25). No additional specimen trees are requested with this DET.
- 2. Based on the level of design information currently available, the limits of disturbance shown on the TCP2 and the impact exhibits provided, the regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible. Staff finds that the primary management area (PMA) Impacts 1 through 4 are necessary for construction and are reasonable for the orderly and efficient redevelopment of the subject property.

Recommended Conditions:

1. Prior to the certification of the TCP2 for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

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

2. Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:

Add the following note to the plan under the specimen tree table:

"NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on January 4, 2024, with PPS-2022-025, for the removal of two specimen trees (Section 25-122(b)(1)(G)), ST-21, a 34-inch Red maple, and ST-25, a 40-inch Red maple."

1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division Transportation Planning Section

301-952-3680

December 18, 2023

MEMORANDUM

TO: David Myerholtz, Development Review Division

FROM: Leah Daniels, Transportation Planning Section, Countywide Planning Division

Leah Daniels

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning

Division

SUBJECT: DET-2022-020, McKendree Road Property

Proposal

The subject Detailed Site Plan (DET) application proposes the construction of 79 townhomes in the Residential Single Family – Attached (RSF-A) zone. The Transportation Planning Section's (TPS) review of the subject application has been evaluated under the current Zoning Ordinance.

Prior Conditions of Approval

This site is subject to the previously approved Preliminary Plan of Subdivision (PPS) 2022-025 and Certificate of Adequacy (ADQ) 2022-071. The following conditions are relevant to the approval of this application:

PPS-2022-025

- 9. In conformance with the recommendations of the 2009 *Approved Countywide Master Plan of Transportation*, and the 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following bicycle and pedestrian facilities, and shall show these facilities on the detailed site plan prior to acceptance:
 - a. The master-planned Timothy Branch trail along the property's McKendree Road frontage, and along the eastern edge of the property.
 - b. Five-foot-wide sidewalks along both sides of Private Street A, on its western and northern segments; along the west side of Private Street A, on its eastern segment; and on Parcels F, H, and J, in order to provide pedestrian access to the fronts of the private lots.

DET-2022-020 McKendree Road Property December 18, 2024 Page 2

- c. Americans with Disabilities Act accessible curb ramps and marked crosswalks along the access points on McKendree Road and throughout the entire site.
- d. Shared lane markings (sharrows) along the frontage of McKendree Road, unless modified by the operating agency with written correspondence.

This condition shall not be construed to remove the applicant's right to request waivers or departures at the time of detailed site plan, in conformance with Section 27-3614 of the Prince George's County Zoning Ordinance which, if approved, may modify the above requirements.

Comment: The submitted plan sheets demonstrate a network of five-foot-wide sidewalks throughout the subject site as well as ADA-compliant curb ramps and marked crosswalks at vehicular crossings. The site plans also include a ten-foot-wide hiker-biker multiuse trail (Timothy Branch Trail) along the property's frontage of McKendree Road and the eastern portion of the site. In addition, the applicant has provided a five-foot-wide bike lane along the frontage in lieu of the conditioned sharrows. This condition has been met.

ADO-2022-071

1. Total development within the subject property shall be limited to uses which generate no more than 55 AM peak-hour trips and 63 PM peak-hour vehicle trips.

Comment: The proposed development will not exceed the trip cap established by ADQ-2022-071. This condition has been met.

Master Plan Compliance

Master Plan Right of Way

The site is subject to the 2009 *Countywide Master Plan of Transportation* (MPOT) and 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment.* The property has frontage along McKendree Road, a major collector with a 100-foot right-of-way. Right-of-way dedication was provided at the time of PPS, and no additional right-of-way is required.

Master Plan Pedestrian and Bike Facilities

The MPOT recommends a shared roadway along the property's frontage of McKendree Road. The alignment of Timothy Branch Trail runs along the western boundary of the subject site, however; the ten-foot trail has been relocated to the eastern boundary due to environmental constraints. The MPOT's Complete Streets element reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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

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

DET-2022-020 McKendree Road Property December 18, 2024 Page 3

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

The 2013 *Approved Subregion 5 Master Plan and Sectional Map Amendment* includes the following sidewalk and trail recommendations:

- Promote pedestrian and bicycle opportunities as a part of a multi-modal transportation network.
- Promote dual-route facilities along all of the major road transportation corridors.
- Connect a spine network of trails to the most populated areas.

Comment: The site plan includes a ten-foot-wide hiker-biker multiuse trail along the property's frontage of McKendree Road with crosswalks at the vehicular access points and a five-foot wide bicycle lane. The Timothy Branch trail alignment is located on the eastern boundary of the property. Eight bicycle parking spaces have been provided throughout the site. Staff find that the facilities meet the intent of the master plan and encourage multimodal transportation.

TPS staff received correspondence from the Department of Public Works and Transportation (DPW&T) recommending the applicant construct a Rapid Rectangular Flashing Beacon (RRFB) for a pedestrian crosswalk crossing McKendree Road, connecting the site to the Dobson Ridge subdivision. The RRFB would include adding a pedestrian refuge area along McKendree Road. Staff support this recommendation as providing the RRFB will promote the connection and continuation of the Timothy Branch trail from the Dobson Ridge property to the McKendree property.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-3605 provides specific requirements for detailed site plans. Additionally, the proposed development was evaluated using the design guidelines described in Sections 27-6000 (Development Standards) of the Prince George's County Zoning Ordinance (Ordinance). The applicable sections are evaluated below.

Comment: Regarding Section 27-6204, two access points are proposed along McKendree Road, the eastern access proposed as a right in/out, and the western as a full movement access point to serve the site. Five-foot-wide sidewalks border the private street and three alleys within the site. A system of leading walkways further connects the homes to the primary sidewalks. A ten-foot-wide trail is provided along the property's frontage and along the eastern property boundary. The submitted site plan meets the requirements for this section.

Regarding Section 27-6206, the subject site is zoned RSF-A and would not be required to provide vehicular cross-access.

Regarding Sections 27-6207 and 27-6208, the applicant has requested a waiver to pedestrian and bicycle cross access. The applicant states that cross-access is infeasible along the western property boundary because of the Timothy Branch and associated 100-year floodplain and primary management area (PMA). The applicant contends these environmental features restrict the ability to provide cross-access. The applicant also states that a connection to the east is infeasible because the eastern site has been previously developed with no intention to create a cross-access connection. The lack of receiving connection, according to the applicant, creates liability and

DET-2022-020 McKendree Road Property December 18, 2024 Page 4

operational issues for both properties, as well as Crime Prevention Through Environmental Design (CPTED) issues regarding inconsistencies in design elements, parking, natural features, obstacles, and visual obstructions. In lieu of providing a connection on-site, the applicant proposes extending a five-foot-wide sidewalk eastward to adjoin the adjacent property. Staff find that the proposal meets the intention of the cross-access section of the Ordinance.

Staff find that access and circulation for the proposed development to be sufficient.

Conclusion

Based on the findings presented above, staff conclude that the vehicular, pedestrian, and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27, and meets the findings for pedestrian and bicycle transportation purposes.

1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 9, 2024

MEMORANDUM

TO: David Myerholtz, Urban Design Section

FROM: Michelle Meneely, Permit Review Section

SUBJECT: DET-2022-020 (ACL-2024-003), McKendree Road , DRD, MEM, DRD, MEM \mathcal{MLM}

1. The Permit Review Section offers no further comments for this development application.



Division of Environmental Health/Disease Control

Date: December 12, 2024

To: David Myerholtz, Urban Design, M-NCPPC

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

Program

Re: DET-2022-020 (ACL-2024-003) McKendree Road

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for 16400 McKendree Road in Brandywine and has the following comments / recommendations:

- 1. There are approximately 10 carry-out/convenience stores food facilities and approximately four grocery stores markets within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.
- 2. 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.
- 3. 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.





THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

October 29, 2024

David Myerholtz, Planner III Urban Design Section The Maryland-National Capital Park and Planning Commission Development Review Division 1616 McCormick Drive Largo, Maryland 20774

Dear Mr. Myerholtz:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DET-2022-020 & (ACL-2024-03) McKendree Road. These are our 1st comments:

- 1) We suggest that you stub the hydrant shown in front of Lot 3 on Private Road A to the other side (east side) of the road adjacent to Lot 68. In its current location between the driveways of Lot 2 & 3, it will be in peril every time those residents pull or back in or out of their driveways.
- 2) Similarly, we suggest that you stub the hydrant shown in front of Lot 12 on Private Road A to the other side (east side) of the road on the corner island adjacent to Lot 47.
- 3) Please incorporate the provided/attached fire lane markings and signage into the DSP. Markings and signage will be required in accordance with Subtitle 11-277. A cut-sheet for the required sign is also attached.
- 4) While not a site requirement, the Office of the Fire Marshal urges the applicant to include the following parking restrictions in any HOA regulations and provide this information to all homeowners prior to or at the time of settlement:
 - Residents must make full use of the parking provided for their unit (garages and driveways) before parking cars in limited on-street parking spaces. Garages must not be converted to living space or used completely for storage other than cars.
 - No parking in alleys
 - Cars parked on driveway pads cannot protrude into any provided sidewalk
 - No parking across a driveway apron on any alley or street.
 - Parked cars shall not block any driveway including that the owner.



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

- Parked cars shall not block or intrude into any crosswalk
- Cars shall not be parked in any intersection or protrude into any intersection.
- Cars parked in alley driveways shall not protrude into the alley.
- 5) Because all drive aisles in the community are 22' wide, no on-street parking will be allowed except where additional width is provided for designated on-street spaces. The Fire/EMS Department has an interest in discouraging on-street parking that would compromise the ability of fire apparatus to quickly access all units in the community. Two car garages with parking pads provide the ideal amount of parking per unit (4 spaces). Because the plan proposes only 2 spaces per unit (two car garages without parking pads), we believe there will be significant pressure for additional on street parking. This makes the marking of fire lanes prior to occupancy and the promulgation of the parking regulations, suggested in item 4 above, imperative to ensure clear fire access in the community.

Sincerely.

James V. Reilly Project Coordinator III



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation Office of The Director



Director

MEMORANDUM

TO: David Myerholtz, Development Review Division, Maryland National Capital

Park and Planning Commission (MNCPPC)

FROM: Hadi Quaiyum, Chief, Traffic Engineering & Safety Division, OE&PM

Department of Public Works and Transportation

RE: McKendree Road Property (DET 2022-020 ACL 2024-003)

Traffic Impact Analysis (TIA)

DATE: December 2, 2024

This correspondence is to provide comments on the Traffic Impact Study submitted for the SDRC (Subdivision and Development Review Committee) referral for the development of McKendree Road site (DET 2022-020 ACL 2024-003). The development is located north of McKendree Road in Brandywine. The property is proposed to be developed consisting of 75 townhouse units. The site will be accessed via multiple driveways along McKendree Road.

Our Traffic Engineering and Safety Division of the Department of Public Works and Transportation (DPW&T) has reviewed the Traffic Impact Study (TIS) and offer the following comments:

The applicant should construct a Rapid Rectangular Flashing Beacon (RRFB) for pedestrian crosswalk at the main property entrance to have pedestrian access to and from the Dobson Ridge Subdivision to this entrance along McKendree Road. The RRFB would include adding a pedestrian refuge area along McKendree Road.

Should you have any questions or need to discuss the review comments further, please feel free to call me or Jahid Russel, Chief of our Traffic Studies Section, Traffic Engineering and Safety Division at (301)883-5659.

David Myerholtz December 2, 2024 Page 2

HQ/JRR

Michael Johnson P.E., Director, DPW&T
 Stacy Small, Deputy Director, DPW&T
 Kate A Mazzara, P.E., Associate Director, OE&PM, DPW&T
 Rey De Guzman, P.E., Acting Associate Director, Site/Road Plan Review Division, DPIE
 Erv Beckert, P.E., Chief, Highway and Bridge Design Division, DPW&T
 Rene Lord Attivor, Chief Engineer, Site/Road Plan Review Division, DPIE
 Mariwan Abdullah, Acting Chief Engineer, Site/Road Plan Review Division, DPIE
 Crystal Hancock, Acting Supervisor, Transportation Planning Section, M-NCPPC
 Jahid Russel, Chief, Traffic Studies Section (TSS), TESD, OE&PM, DPW&T
 Noelle Smith, Planner IV, Transportation Planning Division, MNCPPC



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Permitting, Inspections and Enforcement Site/Road Plan Review Division



MEMORANDUM

December 5, 2024

TO: David Myerholtz, Subdivision Review Section

Development Review Division, M-NCPPC

Rey Deguzman, P.E., Associate Director Reynaldo de Guzman Site/Road Plan Review Division. DPIE FROM:

Site/Road Plan Review Division, DPIE

Re: DET-2022-020 Mckendree Road

CR: McKendree Road

This is in response to the Detailed Site Plan-2022-009 referral, for the proposed Development of 79 single-family attached (townhouse) residential units, associated infrastructure, and amenities. The subject property is 12.86 Acres of land (Zoned RSF-A), located on the north side of McKendree Road, approximately 420 feet west of the intersection of McKendree Road and Robert S Crain Highway (US Route 301).

The Department of Permitting, Inspections, and Enforcement (DPIE) offers the following:

Background Information:

McKendree Road is a County-maintained roadway to the south of the subject development. The applicant shall coordinate right-of-way dedications and construct roadway/frontage improvements as required in accordance with the Department of Public Works and Transportation (DPW&T) Urban Major Collector Road Standards. This work shall be permitted before or concurrent with the issuance of a fine grading permit.

Traffic Comments:

- In the permitting stage, the applicant shall provide frontage improvements along McKendree Road as per its status as a Major Collector Road in the Master Plan. This includes but is not limited to 5' sidewalks, grass buffers, street trees, and LED street lighting.
- In the permitting stage, the applicant shall dedicate 50' of ROW from the ultimate centerline of McKendree Road.

- In the permitting stage, the applicant shall provide ADA ramps with detectable warning surfaces and continental crosswalks for crossing development entrances.
- In the permitting stage, the applicant shall provide shared lane markings and R4-11 and R4-11(1) Bicycle May Use Full Lane signs along McKendree Road. The outer/right lane must have a minimum width of 13' to accommodate the shared lane markings.
- In the permitting stage, the applicant shall provide left turn bays along both eastbound and westbound McKendree Road at the main site access. Left turn bays shall have a 100' tangent and 50' taper in the median.
- In the permitting stage, the applicant will provide a mid-block crossing and Rectangular Rapid Flashing Beacon (RRFB) for crossing McKendree Road at the westernmost access point.

Geotechnical Comment:

- A soil investigation report, which includes subsurface exploration and geotechnical engineering evaluation for all proposed work including buildings, is required.

Floodplain:

 A floodplain exists on the west side of the property. Please contact the Floodplain Manager, DPIE regarding floodplain issues. FPS 202047 governs, and a recorded floodplain easement is required.

Water and Sewer Comments:

- The 2018 Water and Sewer Plan designates Parcel 15 in Water and Sewer Category 4, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act development approved for (public) sewer service.
- Water and Sewer Category 3, obtained via the Administrative Amendment process, must be approved before the recordation of a final plat. Please contact the Water and Sewer Plan Coordinator, DPIE, at 301.883.5108 or 240.695.2992 for information and instructions on this procedure. An application has been submitted for the November 2024 Administrative Amendment cycle.
- A water line in McKendree Road abuts the property. A sewer line traverses the
 property. Water and sewer line extensions or onsite systems may be required to
 service the proposed subdivision and must be approved by the Washington
 Suburban Sanitary Commission before the recordation of a final plat.

Storm Drain and Stormwater Management:

- DET-2022-020 is in conformance with the revised Site Development Concept Plan 47842-2022-01 which will expire on August 25, 2027. All conditions noted on the Site Development Concept Approval letter will need to be addressed at the time of permitting.
- All stormwater management facilities and drainage systems, including their recreational features and visual amenities (if applicable), are to be designed and constructed in accordance with the standards and specifications set forth by DPIE and DPW&T. Approval of all facilities is required prior to permit issuance.
- DPIE has no objection to the proposed DET-2022-020

This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

- a) Final site layout, exact impervious area locations are not shown on plans.
- b) The exact acreage of impervious areas has not been provided.
- c) Proposed grading is not shown on plans.
- d) Stormwater volume computations have been provided with the concept submittal. These computations shall be further updated with site development fine grading permit submission.
- e) Erosion/sediment control plans that contain the construction sequence, any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion, and sediment control practices are not included in the submittal.
- f) A narrative in accordance with the code has not been provided.
- g) Applicant shall provide items (a-g) at the time of filing final site permits.

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

cc: Rene Lord-Attivor, Chief, Traffic Engineering, DPIE
Mariwan B. Abdullah, P.E Acting Chief Engineer, S/RPRD, DPIE
Nanji Formukong, District Engineer, S/RPRD, DPIE
Salman Babar, CFM, Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Christopher Land LLC 10461 White Granite Drive Suite 250, Virginia 22124
MCNAMEE HOSEA 6411 IVY Lane Suite 820, Greenbelt, MD 20770

GENERAL NOTES

- 1. PROJECT NAME: McKENDREE ROAD 2. TOTAL ACREAGE: 12.86 AC.
- 3. NET TRACT AREA: 8.32 AC.
- 4. EXISTING ZONE: RSF-A 5. EXISTING USE: SINGLE-FAMILY DETACHED DWELLING AND ASSOCIATED ACCESSORY STRUCTURES PROPOSED USE: 79 SINGLE-FAMILY ATTACHED DWELLINGS
- 6. LOTS AND PARCELS: 79 LOTS AND 13 PARCELS PROPOSED
- 7. PROPOSED DWELLING UNITS BY TYPE: 79 TOWNHOMES 8. WSSC 200-FOOT MAP REFERENCE: 221SE07
- 9. TAX MAP AND GRID: 164-F1
- 10. AVIATION POLICY AREA: NONE
- 11. WATER/SEWER DESIGNATION: EXISTING W-4/S-4 PROPOSED W-3/S-3
- 12. STORMWATER MANAGEMENT CONCEPT PLAN: 47842-2022-01 (APPROVED 4/25/24)
- 13. 10-FOOT PUE ALONG ALL RIGHTS-OF-WAY: YES 14. MANDATORY PARK DEDICATION: YES, BY LAND DEDICATION IN PARCEL A
- 15. CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
- 16. HISTORIC SITES ON OR IN VICINITY OF THE PROPERTY: NO 17. WETLANDS: YES
- 18. STREAMS: YES 19. 100-YEAR FLOODPLAIN: YES
- 20. WITHIN CHESAPEAKE BAY CRITICAL AREA: NO 21. SOURCE OF TOPOGRAPHY: AXIS GEOSPATIAL LLC
- 22. PRIOR TO THE ISSUANCE OF THE GRADING PERMIT, EXISTING STRUCTURES SHALL BE RAZED AND EXISTING WELL AND SEPTIC SYSTEMS SHALL BE PROPERLY ABANDONED.
- 23. DURING THE CONSTRUCTION PHASE, THE APPLICATION SHALL ADHERE TO ALL APPLICABLE PRINCE GEORGE'S COUNTY OR STATE OF MARYLAND REGULATIONS AND LAWS REGARDING PARTICULAR MATTER, POLLUTION, AND NOISE.
- 24. NO TWO TOWNHOUSE UNITS LOCATED NEXT TO, OR ACROSS THE STREET FROM EACH OTHER SHALL HAVE IDENTICAL FRONT ELEVATIONS.
- 25. ALL TOWNHOUSE SIDE ELEVATIONS SHALL INCLUDE A MINIMUM OF TWO STANDARD FEATURES. EVERY HIGH-VISIBILITY TOWNHOUSE SIDE ELEVATION SHALL INCLUDE FULL BRICK, STONE, STUCCO, OR OTHER MASONRY TREATMENT ON THE FIRST FLOOR COMBINED WITH AT LEAST THREE WINDOWS, DOORS, OR OTHER ARCHITECTURAL FEATURES.
- 26. A MINIMUM OF THREE TOWNHOUSE DWELLING UNITS IN ANY HORIZONTAL, CONTINUOUS, ATTACHED GROUP SHALL HAVE A ROOF CONTAINING EITHER A CROSS GABLE OR DORMER WINDOW(S). 27. ALL TOWNHOUSE BUILDING GROUPS SHALL INCLUDE A MINIMUM OF 60 PERCENT OF THE
- COMBINED FRONT ELEVATIONS FINISHED IN BRICK, STONE, OR OTHER MASONRY. 28. PARKING:

A. PARKING REQUIRED: 162 SPACES		
<u>USE</u> 79 SINGLE—FAMILY ATTACHED DWELLINGS (TOWNHOUSE)	<u>RATE</u> 2.0 SPACES PER DWELLING UNIT	<u>REQUIREMENT</u> 158 SPACES
VISITOR PARKING	1.0 SPACE PER 20 DWELLING UNITS	4 SPACES
		TOTAL 162 SPACES

- B. PARKING PROVIDED: 181 SPACES
 - 158 GARAGE SPACES (2-CAR GARAGE FOR EACH UNIT) 6 PERPENDICULAR SURFACE SPACES @ 9'x18' MIN. 17 PARALLEL SURFACE SPACES @ 8'x22' MIN.
- C. BICYCLE PARKING (FOR 23 SURFACE PARKING SPACES PROVIDED) REQUIRED: 2 BICYCLE SPACES FOR UP TO 10 VEHICLE PARKING SPACES 2 +1 SPACE FOR EACH ADDITIONAL 10 VEHICLE PARKING SPACES 2

 TOTAL BICYCLE PARKING REQUIRED: 4
- PROVIDED: 4 INVERTED U SHAPE RACKS, TOTALING 8 SPACES. 29. APPLICANT: CHRISTOPHER LAND LLC
- 10461 WHITE GRANITE DRIVE SUITE 250 OAKTON, VA 22124 C STORE INC
- 1464 INGLESIDE AVE MCLEAN, VA 22101 30. PREVIOUS APPROVALS: 4-07040 (PGCPB No. 07-197) PPS-2022-025 (PGCPB No. 2024-002)

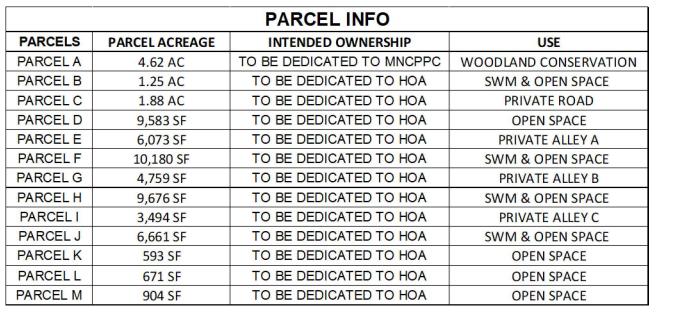
INTENSITY AND DIMENSIONAL STANDARDS - R-SFA ZONE TOWNHOUSE DWELLING			
	REQUIRED	PROVIDED	
DENSITY (DU/AC OF NET LOT AREA)	16.33 MAX.	9.50	
NET LOT AREA (SF)	NO REQUIREMENT	1,500	
LOT WIDTH (FT)	20 MIN. ¹	20	
LOT FRONTAGE AT FRONT STREET LINE (FT)	16 MIN.	16	
LOT COVERAGE (% OF NET LOT AREA)	45 MAX 2	28	
FRONT YARD DEPTH (FT)	15 MIN.	15	
SIDE YARD DEPTH (FT)	8 MIN. ³	8	
REAR YARD DEPTH (FT)	20 MIN.4	20	
PRINCIPAL STRUCTURE HEIGHT (FT)	50 MAX.	50	
ACCESSORY STRUCTURE HEIGHT (FT).	25 MAX.	N/A	

Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units. ³ Applicable to the buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

⁴ May be reduced to 0 feet when a 20-foot-wide or wider alley is provided, or to a range between 5 and 10 feet when an alley

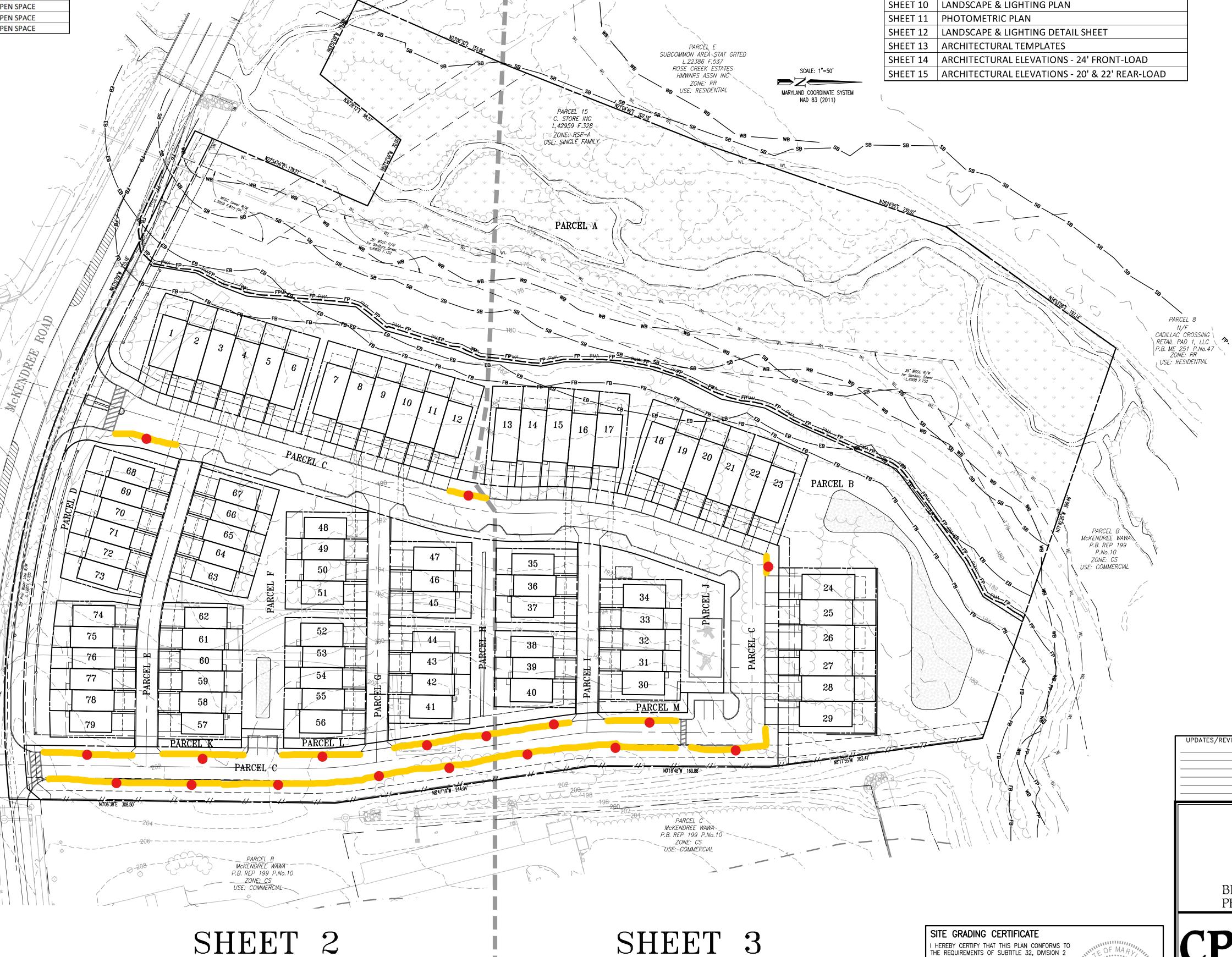
	CODE MATRIX	
	Description of Requirement	Proposed
24-4201	General street design standards	Transportation review of PPS-2022-025 found concept designs and circulation pla detailing the general design of the abutting street network as well as on-site facilitie to be in conformance with 24-4201.
24-4205	All roads (public or private) to have a Public Utility Easement (PUE) at least 10 feet in width	10' Public Utility Easements provided along property frontage adjacent to public rigof-way. 10' Public Utility Easements are provided along private strees.
	Subdivisions shall be designed to minimize the effects of development on land, streams, and wetlands, to assist in the attainment and maintenance of water quality standards, and to preserve and enhance the environmental quality of stream valleys.	Development of site is in coformance with SWM Concept No. 47842-2022 and an subsequent revisions.
24-4403	Stormwater management facilities, existing or proposed as part of the development,	Development of site is in coformance with SWM Concept No. 47842-2022 and an
24-4403 24-4601 (4)(C)	shall have sufficient capacity to convey surface water runoff. Provide adequate on-site recreational facilities	subsequent revisions. Recreational facility requirements are satisifed by the proposed Master Plan hiker/biker trail and proposed bike racks.
27-4202 (f) (2)	Intensity and Dimensional Standards RSF-A zone Density: maximum 16.33 Dwelling units / net acre Lot width, minimum: 20 feet. Applicable to the individual lots under townhouse units. The minimum lot width for the development lot for a townhouse stick shall be 100 feet. Lot frontage (width) at front street line, minimum: 16 feet.	Density: 9.50 dwelling units / net acre Lot width, minimum: 20 feet. Stick minimum width 100 feet.
27-5101	Use regulations	Per table 27-5101(C), townhouses are permitted by right in the RSF-A zone.
27-6206	Vehicular access and circulation	Corner clearance standards ar met at all entrances off of existing roadways, secondary points of access for emergency vehciles are provided, minimum and stacking land distance of 25' provided.
27-6206 (f)(1)	Minimum internal street connectivity index score of 1.5 required	A minimum connectivity index of 1.5 has been provided.
,,,,	, ,	Proposed development conforms with this requirement.
	Minimum of two parking spaces per dwelling unit and one visitor parking space for every 20 dwelling units. Minimum of 158 resident parking spaces and 4 visitor parking spaces required.	See parking requirements table on sheet 1 for tabulation of proposed parking.
27-6309(a)(1)	Bicycle racks or lockers to accommodate at least two bicycles for up to 10 parking spaces, plus one additional bicycle space for each additional ten parking spaces required.	Bike parking for 17 bikes is proposed, based on 158 required vehicular parking spaces. 3 bike racks, capable of parking 7 bikes on each rack, are proposed.
27-6403	Pert table 27-6403, a minimum of 20 percent open space set-aside (2.57 acres) is required	This requirement will be met by the westernly located open space characterized by on-site natural features including streams, wetlands, steep slopes, floodplains and associated environmental buffers, as identified in Section 27-6404(A). See open space set-aside exhibit.
	Development with more than 20 dwelling units shall have at least one secondary point of vehicular access to or from the site to ensure emergency vehicle access, if feasible.	
27-6903(c)(2)	Townhouse developments configured so that primary building entrances are oriented towards external streets, internal streets, or open space areas (like mews or courtyards)	Proposed development is configred to orient primary building entrances towards external streets, internal streets, or open space areas.
27-6903(e) 27-6903(g) 27-6903(h)	Multifamily, townhouse, and three-family form and design standards for building facades (e), building facade fenestration/transparency (g) and materials (h).	27-6903(e)(3): Architecture proposed four of the listed design features, exceeding the minimum requirement for three design features, Features are listed below. (F) Eaves projecting at least six inches from the facade plane (G) Raised corniced parapets over the entrance door (H) Multiple windoes with a minimum four-inch-wide trim (J) Roof form and line changes consisten with the wall offsets 27-6903(g): All architecture shows at least 15 percent of the street-facing facade area of the ground-level floor being occupied by windows or doorways. 27-6903(h): Architecture shows (1) primary facade materials extending along side facade that is visible from a street, (2) material changes occuring along a horizonta line or where two forms meet, and (3) the building material requirements set forth in section 27-31203(d) where applicable.
	Building height and setbacks	See "Intensity and Dimensional Standards" on sheet 1.
27-61603	Green building standards. (a) Minimum amount of points required. Development subject to the standards of this section shall achieve the following minimum number of points from the menu of options shown in Table 27-61603(B): Green building point system. (1) Minimum requirements for residential development. (B) 25 or more units: 4 points (b) Green building point system. Development subject to the standards of this section shall use Table 27-61603(B): Green building point system, to determine compliance with this section	HERS index greater than 40 less than or equal to 60 (0.75), low flow toilet (0.5), low flow showers (0.5), low flow faucets (0.5), The use of environmental site design, including but not limited to grass buffers and swales, bioretention (rain garden or porous landscape detention, sand filters, and permeable pavement systems), to meet stormwater managements requirements of the County Code (1.00), and Provide rain gardens or other appropriate stormwater infiltration system(s) that accommodate a minimum of 25% of the runoff (1.00) – Total is 4.25 points provided.
	Operational standards. Except along US 1 between the northern corporate boundaries of the City of College Park and the county's boundary with the District of Columbia and along 34th Street between Shepard Street and Otis Street, Development within 200 feet of any single family detached dwelling, two-family dwelling, townhouse, or vacant lands in a single family residential zone shall: (1) prohibit outdoor dining or other outdoor activities such as, but not limited to, outdoor entertainment areas where alcohol is served or music is played, and outdoor recreation areas that are open after 8:00 P.M. in the evening; (2) limit trash collection or other service functions to only between the hours of 7:00 A.M. and 7:00 P.M.: and	No outdoor dining or other outdoor activities are proposed to be in function past 8:00 P.M The HOA documents shall indicate conformance with Section 1, 2, and Section 4 is not applicable.

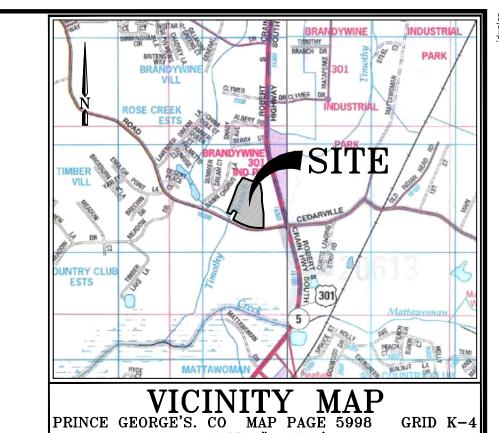
DETAILED SITE PLAN



RECREATIONAL FACILITIES				
Facility	Est. Cost	Permit Trigger		
Multi-Age (2-12) Playground Area 2-5 yr playground structure, 6-12 yr playground structure, accessory play structure, bicycle racks (2), playground surface and edging	\$151,400.00	Prior to 31 st Building Permit		
Central seating area Park Benches (2) and Bicycle racks (2)	\$3,800.00	Prior to 62 nd Building Permit		
Master Plan Trail 1,330 linear feet of 10' wide asphalt trail	\$79,800.00	Prior to 79 th Building Permit		
Total Estimated cost	\$235,000.00			

	STILLT I COVERSTILL
	SHEET 2 APPROVAL SHEET
	SHEET 3 SITE PLAN
	SHEET 4 SITE PLAN
R/R/N	SHEET 5 CIRCULATION PLAN
	SHEET 6 ENLARGED RECREATION PLAN
	SHEET 7 SITE DETAIL SHEET
	SHEET 8 RECREATIONAL DETAIL SHEET
	SHEET 9 LANDSCAPE & LIGHTING PLAN
	SHEET 10 LANDSCAPE & LIGHTING PLAN
	SHEET 11 PHOTOMETRIC PLAN
58 × × × × × × × × × × × × × × × × × × ×	SHEET 12 LANDSCAPE & LIGHTING DETAIL SHEET
PARCEL E	SHEET 13 ARCHITECTURAL TEMPLATES
SUBCOMMON AREA STAT GRIED L.22386 F.537 ROSE CREEK ESTATES SCALE: 1"=50"	SHEET 14 ARCHITECTURAL ELEVATIONS - 24' FRONT-LOAD
HMWNRS ASSN INC	SHEET 15 ARCHITECTURAL ELEVATIONS - 20' & 22' REAR-LOAD
ZONE: RR We USE: RESIDENTIAL MARYLAND COORDINATE SYSTEM	
NAD 83 (2011)	
PARCEL 15 PARCEL 15 C. STORE INC	
SB WB	
, HI delicate to the second of the second o	





SCALE: 1" = 2000'

LEGEND

SHEET INDEX

SHEET 1 | COVER SHEET

BOUNDARY LINE LOD LIMIT OF DISTURBANCE --- 100--- Existing contour ———100———— PROPOSED CONTOUR EXISTING TREELINE ----- EXISTING STREAM ----- T ----- EXISTING TELEPHONE LINE ---- G ---- EXISTING GAS LINE -----×---- EXISTING CHAIN LINK FENCE D EXISTING STORMDRAIN PROPOSED STORMDRAIN S —— S EXISTING SEWER S —— S PROPOSED SEWER PROPOSED FIRE HYDRANT ----- W ----- EXISTING WATER ----- W ------ PROPOSED WATER ————FP——— EXISTING FLOODPLAIN ------ SB ------ STREAM BUFFER -----EB ------ TIER II EXPANDED STREAM BUFFER —————— PUBLIC UTILITY EASEMENT 65 dBA UNMITIGATED NOISE CONTOUR 55 dBA MITIGATED NOISE CONTOUR SHEET MATCHLINE ----- WB ----- WETLAND BUFFER __ WL ___ WL _ EXISTING WETLANDS EXISTING SLOPES 15%-25% EXISTING SLOPES 25% OR MORE PROPOSED SWM FACILITY

UPDATES/REVISIONS :

McKENDREE ROAD PRINCE GEORGÈ'S COUNTY, MARYLAND

ww.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

PROHIBITED.

HEREBY CERTIFY THAT THIS PLAN CONFORMS TO

EXPIRES: 05/10/2025

JASON R. DUNLAP
REGISTERED LANDSCAPE ARCHITECT MD #3406

SEAL NOT VALID WITHOUT SIGNATURE

THE REQUIREMENTS OF SUBTITLE 32, DIVISION 2

OF THE CODE OF PRINCE GEORGE'S COUNTY

WATER RESOURCES PROTECTION AND GRADING CODE; AND THAT I OR MY STAFF HAVE INSPECTED

THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE

WITH APPLICABLE CODES.

Charles P. Johnson & Associates, Inc. Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors Associates / 1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394

2022-1236-21

NT: Christopher Land LLC	WSSC GRID:	TAX MAP:	
10461 White Granite Drive, Suite 250	221SE07	164	-F1
Oakton, VA 22124	DESIGN JRD	SHEET	OF
	DRAFT GRM	1	
DPYRIGHT © LATEST DATE HEREON CHARLES P.	DATE		
HNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED,	DEC. 2023	FILE NO:	
NAUTHORIZED USE OR REPRODUCTION IS		4	

MISS UTILITY all "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities

located by the utility companies prior to commencing excavation.

(3) extinguish amplified music, singing, or other forms of noise audible at shared lot

lines after 10:00 P.M. Sunday through Thursday nights, and after 12:00 A.M. Friday and

(4) these standards shall not apply to new development locating within 200 feet of any

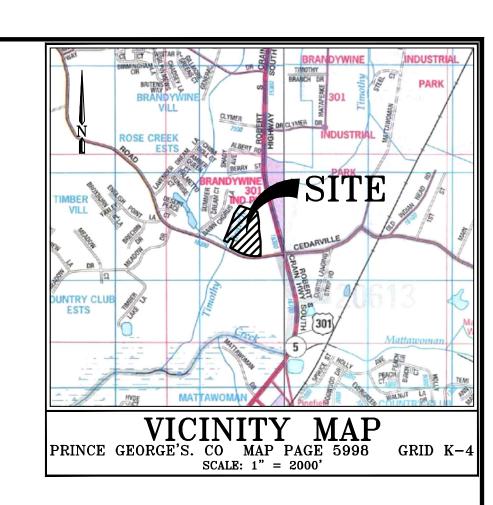
A.M. and 7:00 P.M.; and

nonconforming dwellings.

Last Saved 10/28/2024 Last Plotted 10/28/2024 1:32 PM Sheet N:0,E702022-020360c0.WG.1,12410f-121

	-
UPDATES/REVISIONS :	
UPDATES/REVISIONS:	
	(
DET-2022-020 APPROVAL SHEET	
McKENDREE RO	JAD
MCKENDREE RO BRANDYWINE (11th) ELECTION PRINCE GEORGE'S COUNTY, MA	DISTRICT ARYLAND
Civil and Environmental Engineers · Planners · Landa Sociates Civil and Environmental Engineers · Planners · Landa Environmental Engineers · Planners · L	Associates, Inc.
Civil and Environmental Engineers • Planners • Lan	andscape Architects • Surveyors
Www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, M	, MD • Frederick, MD • Fairfax, VA
CLIENT: Christopher Land LLC 10461 White Granite Drive, Suite 250 WSSC GRID: 221SE07	TAX MAP: 164-F1
Oakton, VA 22124 DESIGN JRD	SHEET OF
COPYRIGHT © LATEST DATE HEREON CHARLES P. DRAFT GRM DATE	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
COPYRIGHT © LATEST DATE HEREON CHARLES P. JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED, UNAUTHORIZED USE OR REPRODUCTION IS PROHIBITED. DATE DEC. 2023 SCALE 1" = 50'	FILE NO.
Last Saved 10/28/2024 Last Plotted 10/28/2024 1:32 PM Sheet	



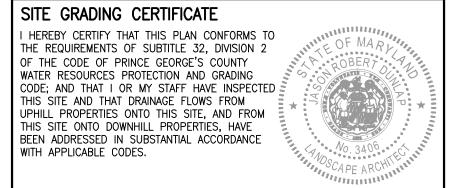


LEGEND

	BOUNDARY LINE
LOD	LIMIT OF DISTURBANCE
·100·	EXISTING CONTOUR
100	PROPOSED CONTOUR
· · · · · · · · · · · · · · · · · · ·	EXISTING TREELINE
···_	EXISTING STREAM
OW	EXISTING OVERHEAD LINES
т	EXISTING TELEPHONE LINE
G	EXISTING GAS LINE
x x	EXISTING CHAIN LINK FENCE
	EXISTING STORMDRAIN
	PROPOSED STORMDRAIN
SS	EXISTING SEWER
SS	PROPOSED SEWER
- <mark>Ç</mark> FH	PROPOSED FIRE HYDRANT
W	EXISTING WATER
w	PROPOSED WATER
FP	EXISTING FLOODPLAIN
FB	25' FLOODPLAIN BUFFER
	PRIMARY MANAGEMENT AREA
SB	STREAM BUFFER
——ЕВ ———	TIER II EXPANDED STREAM BUFFER
	PUBLIC UTILITY EASEMENT
	65 dBA UNMITIGATED NOISE CONTO
	55 dBA MITIGATED NOISE CONTOUR
	SHEET MATCHLINE
WB	WETLAND BUFFER
WL WL	
¬м → ¬м →	EXISTING WETLANDS
	EXISTING SLOPES 15%-25%
	LAISTING SECTES 13%-23%
	EXISTING SLOPES 25% OR MORE
	PROPOSED SWM FACILITY

DET-2022-020 DETAILED SITE PLAN

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

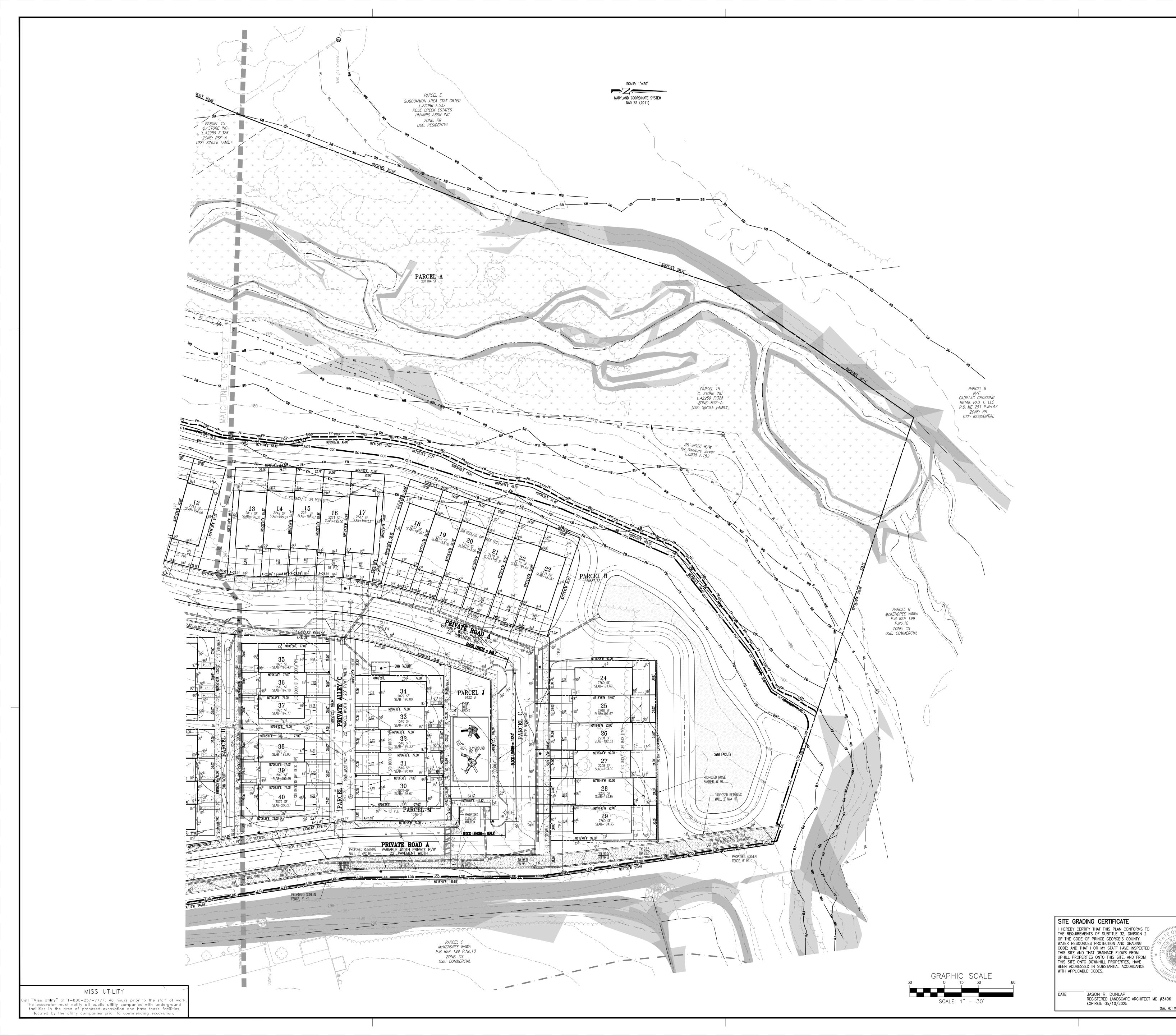


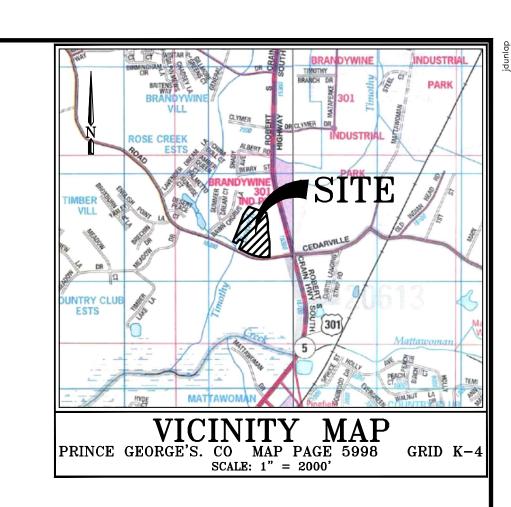
CODE; AND THAT I OR MY STAFF HAVE INSPECTED THIS SITE AND THAT DRAINAGE FLOWS FROM UPHILL PROPERTIES ONTO THIS SITE, AND FROM THIS SITE ONTO DOWNHILL PROPERTIES, HAVE BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

JASON R. DUNLAP
REGISTERED LANDSCAPE ARCHITECT MD #3406
EXPIRES: 05/10/2025 SEAL NOT VALID WITHOUT SIGNATURE

Civil and Environmental Engineers · Planners · Landscape Architects · Surveyors			
Associates	1751 Elton Rd., Ste. 300 Silver S	Spring, MD 20903 301-4	134-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA			
CLIENT: Christopher Land I	LLC	WSSC GRID:	TAX MAP:

164-F1 10461 White Granite Drive, Suite 250 Oakton, VA 22124 COPYRIGHT © LATEST DATE HEREON CHARLES P. JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED, DEC. 2023 UNAUTHORIZED USE OR REPRODUCTION IS PROHIBITED. 2022-1236-21





<u>LEGEND</u>

BOUNDARY LINE

----- LOD ------ LIMIT OF DISTURBANCE --- 100- --- Existing contour -----100 PROPOSED CONTOUR EXISTING TREELINE ----- EXISTING STREAM ----- T ----- EXISTING TELEPHONE LINE ---- G ---- EXISTING GAS LINE D EXISTING STORMDRAIN PROPOSED STORMDRAIN S — S EXISTING SEWER S —— S PROPOSED SEWER PROPOSED FIRE HYDRANT ----- W ----- EXISTING WATER ----- w ----- PROPOSED WATER -----FP----- EXISTING FLOODPLAIN ------FB------- 25' FLOODPLAIN BUFFER ------ SB ------ STREAM BUFFER -----EB ------ TIER II EXPANDED STREAM BUFFER —————— PUBLIC UTILITY EASEMENT - 65 dba unmitigated noise contour 55 dba mitigated noise contour SHEET MATCHLINE ----- WB ----- WETLAND BUFFER EXISTING WETLANDS EXISTING SLOPES 15%-25% EXISTING SLOPES 25% OR MORE PROPOSED SWM FACILITY

UPDATES/REVISIONS :

SEAL NOT VALID WITHOUT SIGNATURE

DET-2022-020 DETAILED SITE PLAN

MCKENDREE ROAD
BRANDYWINE (11th) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

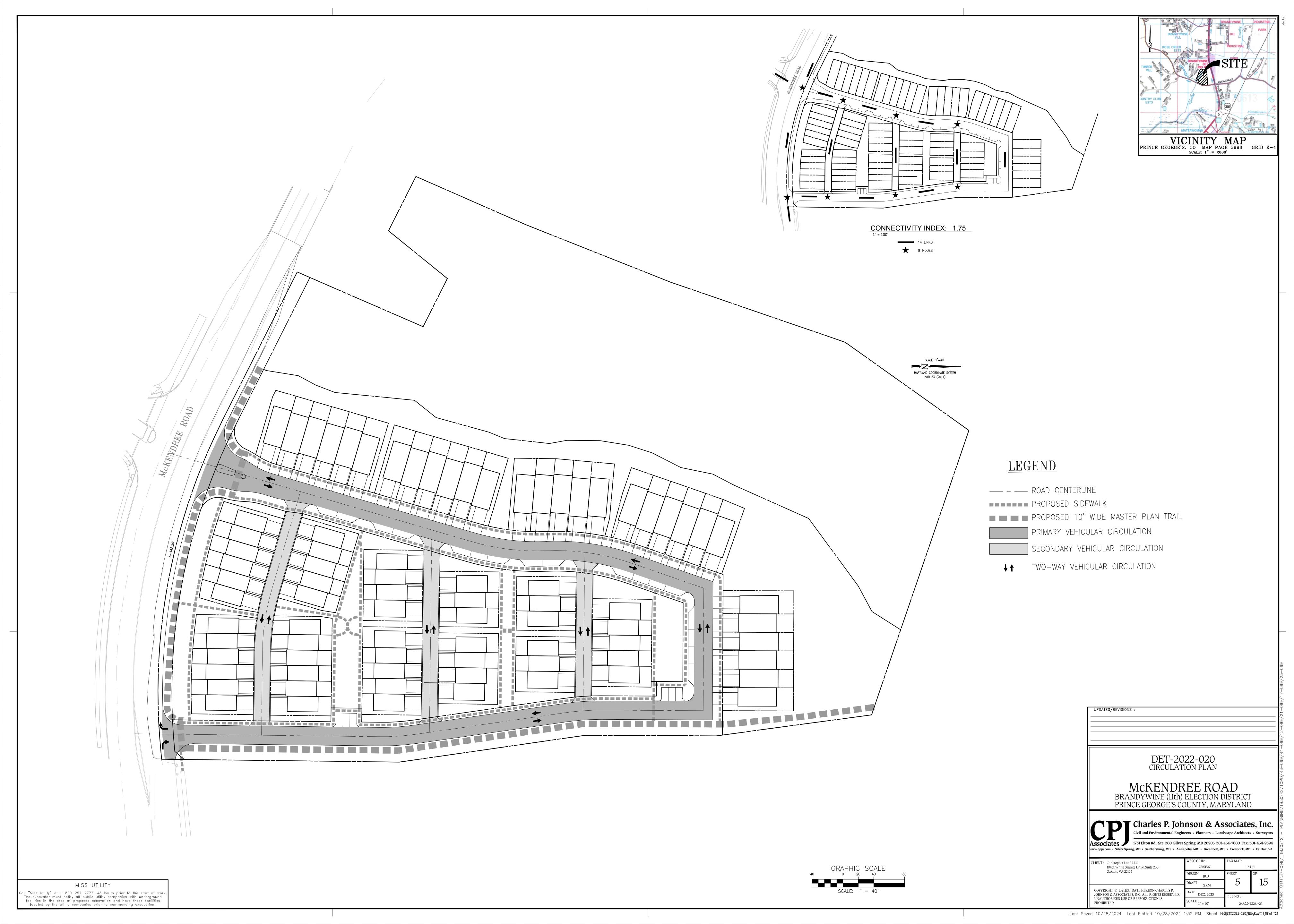
TECHNICE GEORGE S COUNTY Charles P. Johnson Civil and Environmental Engineers .

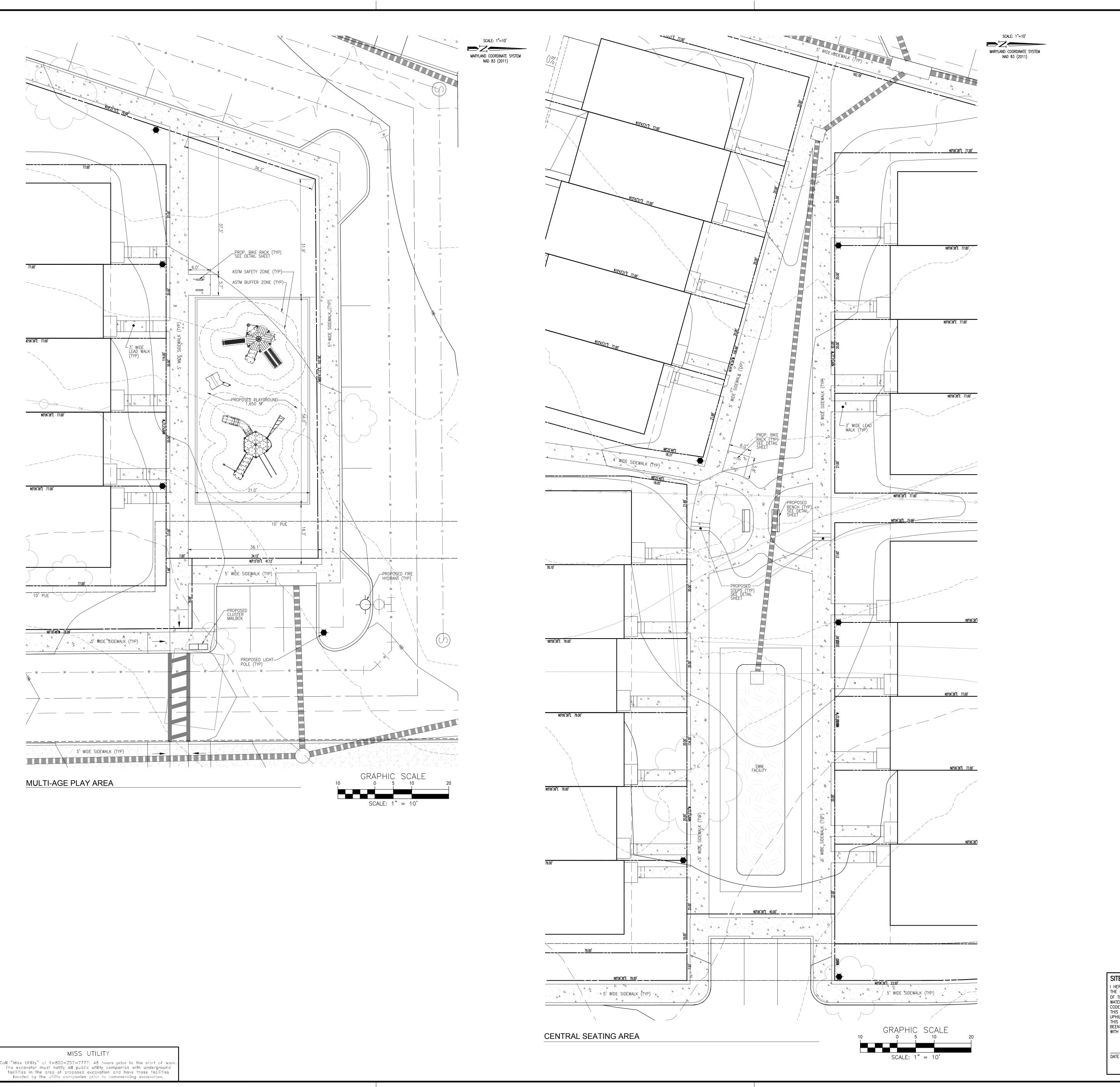
Civil and Environmental Engineers · Planners · Landscape Architects · Surveyors

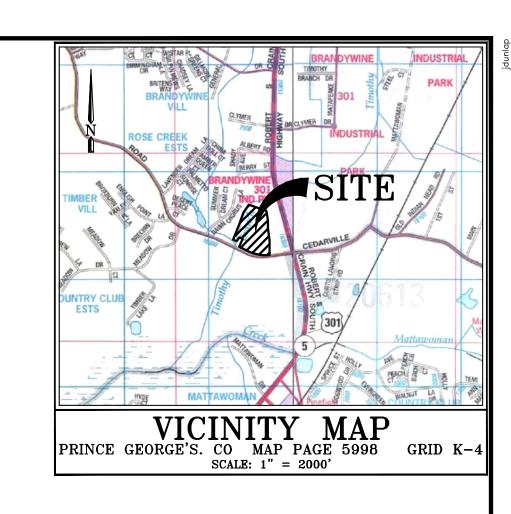
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394

www.cpja.com · Silver Spring, MD · Gaithersburg, MD · Annapolis, MD · Greenbelt, MD · Frederick, MD · Fairfax, VA

CLIENT : Christopher Land LLC 10461 White Granite Drive, Suite 250 Oakton, VA 22124 $\begin{array}{c} \text{DESIGN} \\ \text{DESIGN} \\ \text{JRD} \\ \text{DRAFT} \\ \text{GRM} \\ \end{array} \begin{array}{c} \text{SHEET} \\ \text{A} \\ \text{SHEET} \\ \text{OF} \\ \text{A} \\ \text{IDENOSION & ASSOCIATES, INC. ALL RIGHTS RESERVED, UNAUTHORIZED USE OR REPRODUCTION IS PROHIBITED.} \\ \end{array} \begin{array}{c} \text{DATE} \\ \text{DEC. 2023} \\ \text{SCALE} \\ 1" = 30' \\ \end{array} \begin{array}{c} \text{TAX MAP:} \\ \text{IDEATE INC. ALL RIGHTS RESERVED, EVALUATION IS PROHIBITED.} \\ \end{array}$





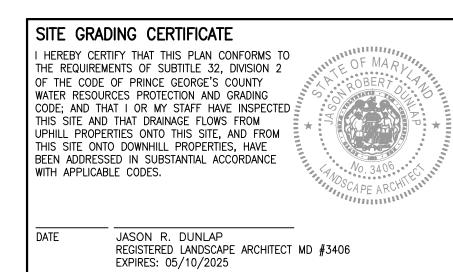


	BOUNDARY LINE
LOD	LIMIT OF DISTURBANCE
	EXISTING CONTOUR
100	PROPOSED CONTOUR
· www.	EXISTING TREELINE
	EXISTING STREAM
	EXISTING OVERHEAD LINES
т	EXISTING TELEPHONE LINE
G	EXISTING GAS LINE
x x	EXISTING CHAIN LINK FENCE
	EXISTING STORMDRAIN
	PROPOSED STORMDRAIN
	EXISTING SEWER
	PROPOSED SEWER
- FH	PROPOSED FIRE HYDRANT
W	EXISTING WATER
W	PROPOSED WATER
FP	EXISTING FLOODPLAIN
	25' FLOODPLAIN BUFFER
D114	PRIMARY MANAGEMENT AREA
	STREAM BUFFER
	TIER II EXPANDED STREAM BUFFER
	PUBLIC UTILITY EASEMENT
	SHEET MATCHLINE
	WETLAND BUFFER
WL WL _	
	EXISTING WETLANDS
¬м	
	EXISTING SLOPES 15%-25%
	EXISTING SLOPES 25% OR MORE
	PROPOSED SWM FACILITY
	THOTOSED SWM TACILITY

UPDATES/REVISIONS :

DET-2022-020 ENLARGED RECREATION PLAN

McKendree Road Brandywine (11th) Election district Prince George's county, Maryland

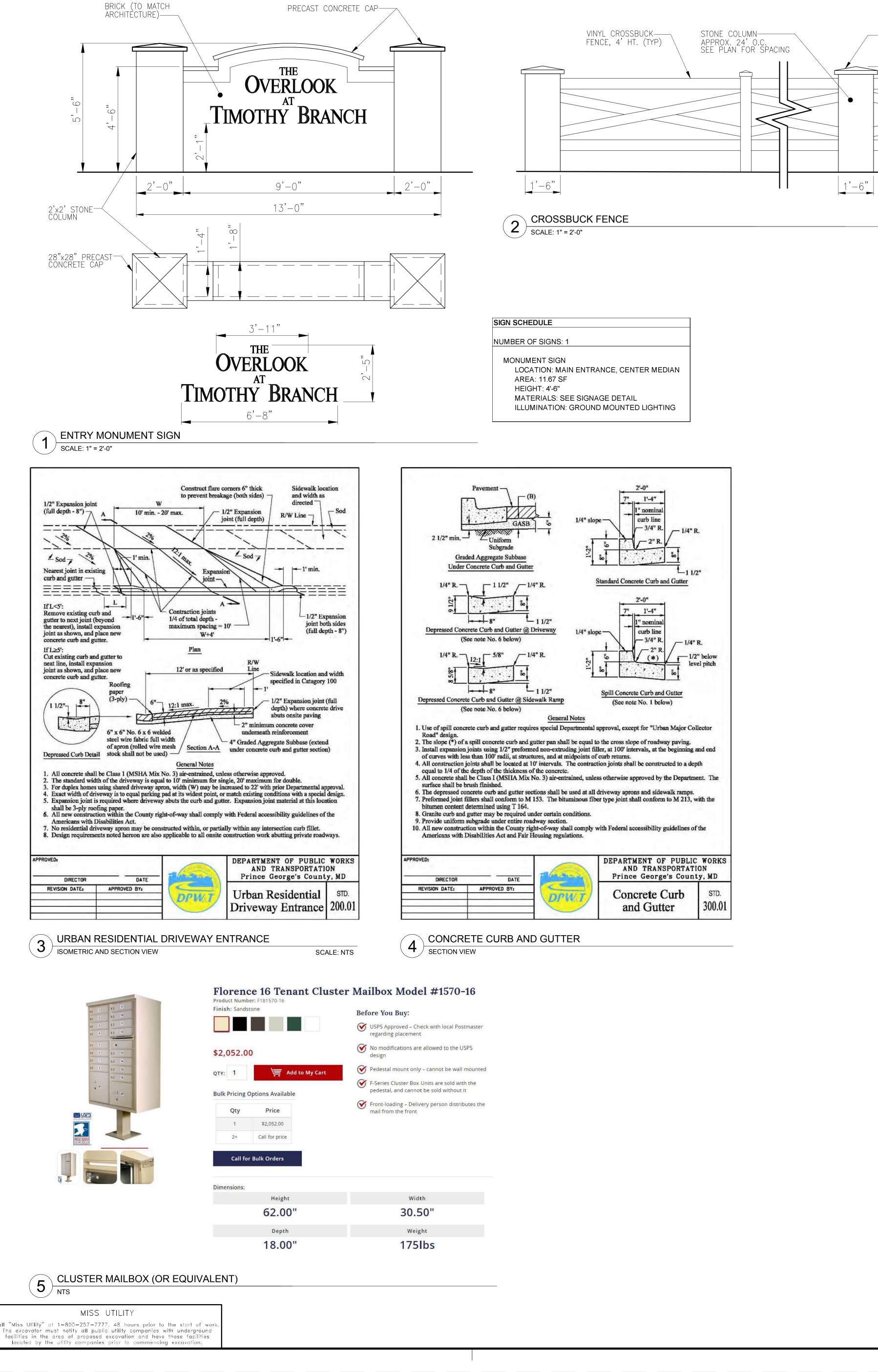


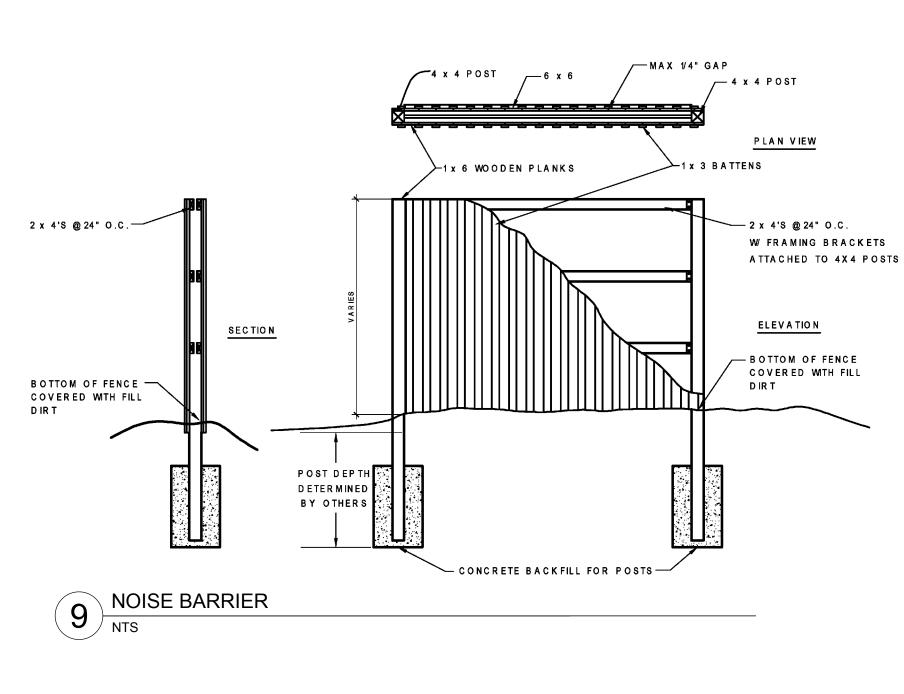
SEAL NOT VALID WITHOUT SIGNATURE

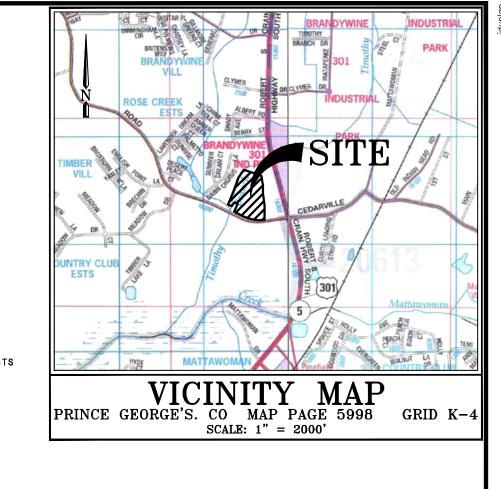
CPI		,	ASSOCIATES, Inc. and scape Architects · Surveyors
Associates www.cpja.com • Silver Spr			01-434-7000 Fax: 301-434-9394 MD • Frederick, MD • Fairfax, VA
CLIENT : Christopher Lan 10461 White Gra	d LLC unite Drive, Suite 250	WSSC GRID: 221SE07	TAX MAP: 164-F1
Oakton, VA 2212	2.4	DESIGN	SHEET OF

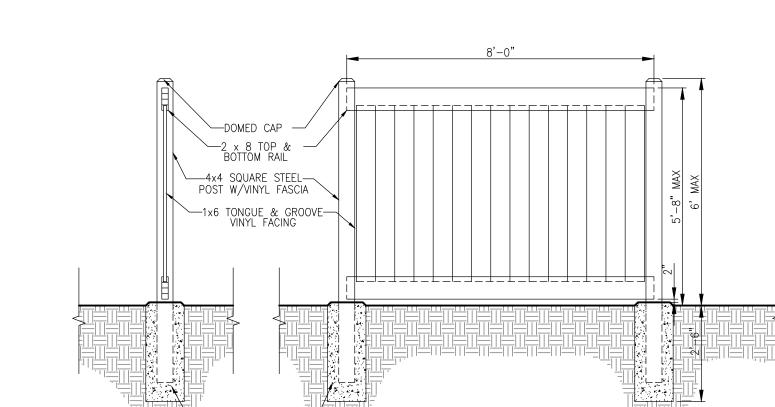
narles P. Johnson & Associates, Inc. and Environmental Engineers • Planners • Landscape Architects • Surveyors Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394

ENT : Christopher Land LLC	WSSC GRID:	TAX MAP:	
10461 White Granite Drive, Suite 250	221SE07	164-F1	
Oakton, VA 22124	DESIGN JRD	SHEET	OF
	DRAFT GRM	6	15
OPYRIGHT © LATEST DATE HEREON CHARLES P. OHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED,	DATE DEC. 2023	DY E VO	
NAUTHORIZED USE OR REPRODUCTION IS	SCALE 1" = 10'	FILE NO : 2022-1	236-21
	$_{1} = 10$	4024-1	400-41









10 SIGHT TIGHT FENCE

—PRECAST CONCRETE CAP

—2' MIN. CLEAR ZONE (TYP, LEFT & RIGHT)

COMPACTED SUBGRADE (PER -

 $(6)^{\frac{\text{COI}}{\text{NTS}}}$

0.4"

NTS

GEOTECHNICAL REPORT)

— 1/2" REVEAL AT PLANTINGS, TYP.

4" CLASS A CONCRETE (3000 P.S.I. @ 28 DAYS)

└─4" THICK, COMPACTED

UNLESS OTHERWISE SHOWN, ALL SIDEWALKS SHALL HAVE A CROSS SLOPE NO GREATER THAN 2%. EXPANSION JOINTS 1/2" WIDE PREMOLDED BITUMINOUS

MATERIAL SHALL BE INSTALLED AT 30' INTERVALS, CRACK CONTROL JOINTS TO BE SPACED AT INTERVALS EQUAL TO SIDEWALK WIDTH.

CONCRETE SIDEWALK PAVING SECTION

DETECTABLE —

CONCRETE —

TRUNCATED DOME SHALL CONSIST OF A BOTTOM DIAMETER OF

0.9 INCHES, A TOP DIAMETER OF 0.4 INCHES, A HEIGHT OF

0.2 INCHES AND A CENTER TO CENTER SPACING OF 2.35 INCHES, AND SHALL VISUALLY CONTRAST WITH ADJOINING SURFACES. GRIND A 1/4 INCH DEEP RECESS IN THE CONCRETE AND INSTALL THE TRUNCATED DOME PANEL WITH EPOXY.

ADA RAMP WITH DETECTABLE WARNING DEVICE

WARNING DEVICE

PROPOSED PAINTED

PROPOSED PAINTED

APPLICABLE, SEE PLAN) —

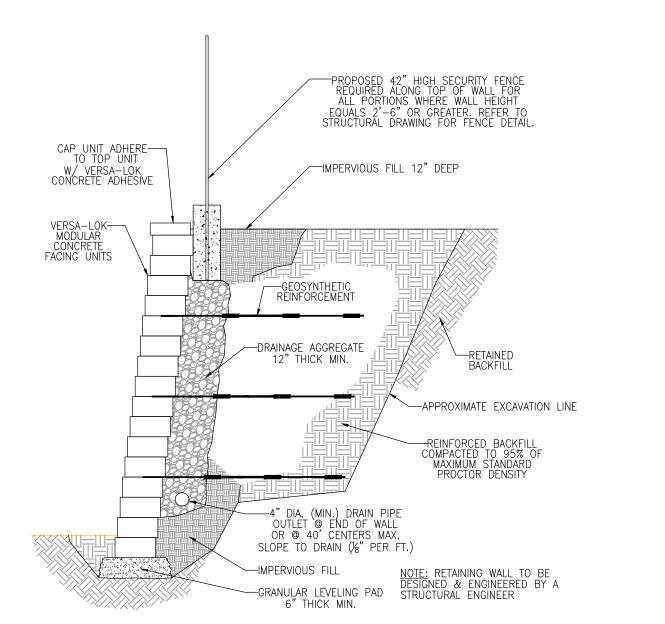
PEDESTRIAN CROSSWALK

STOP BAR (WHERE

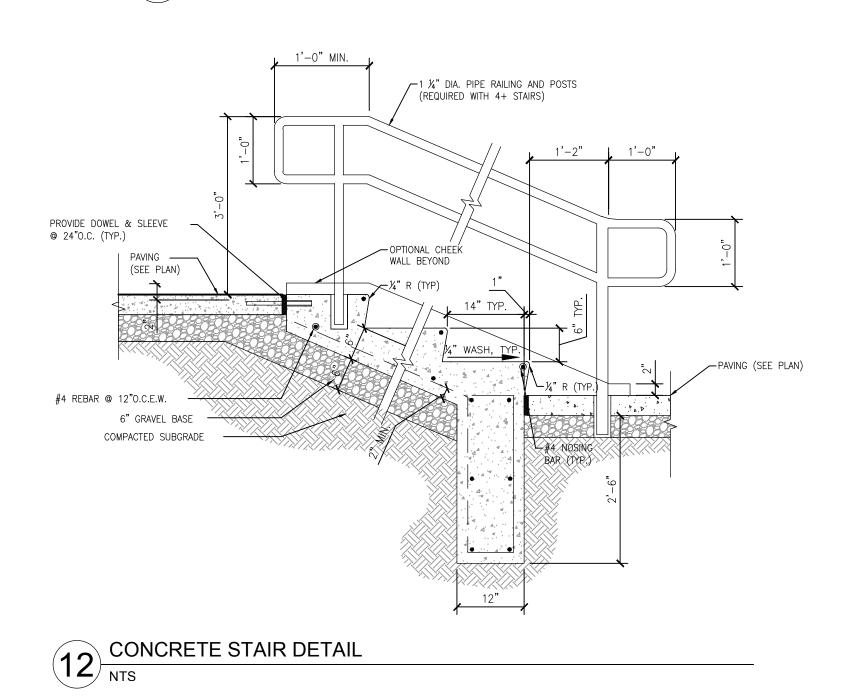
MARKING (TYP)

STONE BASE (TYPE 2a)

SIDEWALK



11 VERSA-LOK MODULAR RETAINING WALL



DET-2022-020 SITE DETAIL SHEET

UPDATES/REVISIONS :

MCKENDREE ROAD
BRANDYWINE (11th) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

Civil and Environmental Engineers · Planners · Landscape Architects · Surveyors

ASSOCIATES

Civil and Environmental Engineers · Planners · Landscape Architects · Surveyors

1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394

www.cpja.com · Silver Spring, MD · Gaithersburg, MD · Annapolis, MD · Greenbelt, MD · Frederick, MD · Fairfax, VA

CLIENT : Christopher Land LLC
10461 White Granite Drive, Suite 250
Oakton, VA 22124

DESIGN
JRD

DRAFT
GRM

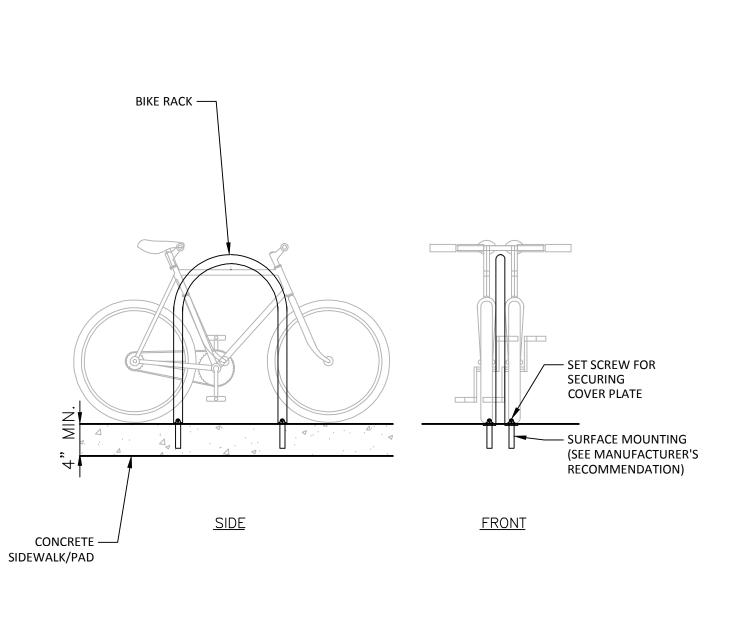
COPYRIGHT © LATEST DATE HEREON CHARLES P.
JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED, UNAUTHORIZED USE OR REPRODUCTION IS
PROHIBITED.

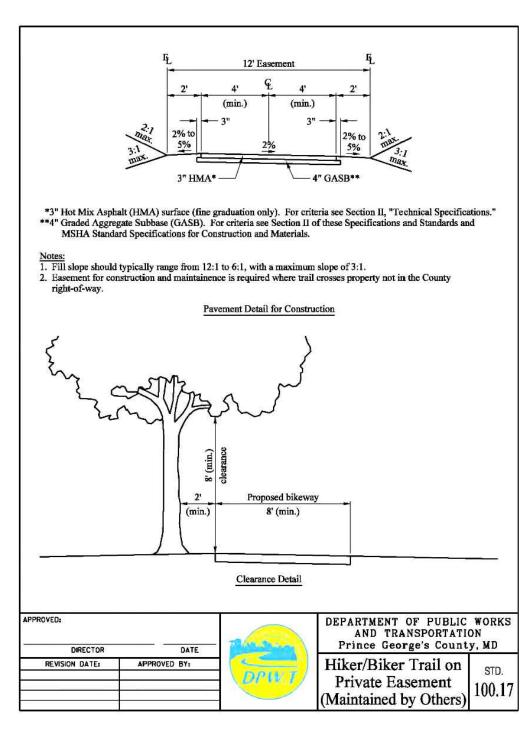
WSSC GRID:
221SE07

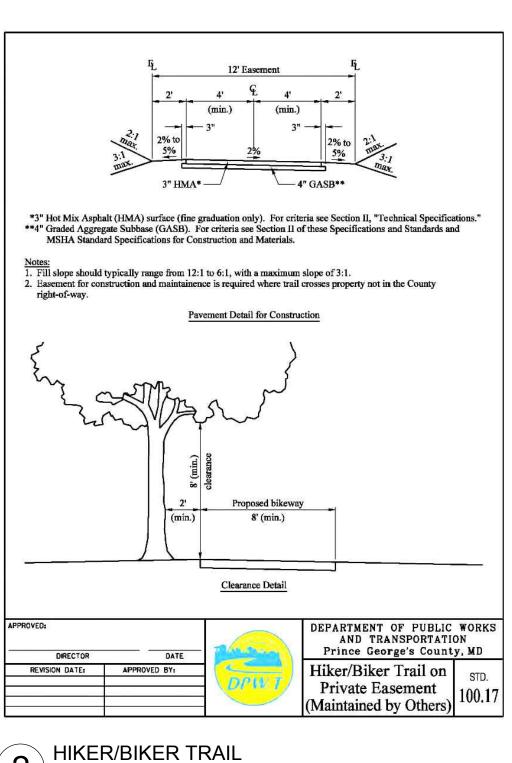
DESIGN
JRD

DRAFT
GRM

DATE
DEC. 2023
FILE NO:
SCALE
AS SHOWN
2022-1256-21







VICTOR STANLEY® Create a timeless moment.® Bench – StreetsitesTM Collection - FBF-50



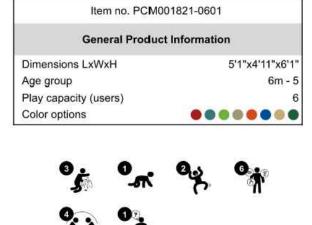
Simple, clean lines through the use of horizontal steel tubing and horizontal steel slat seating. 4, 6 or 8 ft (1.2, 1.8 or 2.4 m) lengths. Horizontal steel slats. US Patent D585,209 S. STANDARD All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings. Surface mount. In-ground mount. Armrests (special order). Skateboard guards (US Patent D647,729 S).



Playhouse with Outside Desk









This activity packed, home-themed playhouse belt made of small wheels, providing a great physical and cognitive development at this age. will attract and excite toddlers again and again. tactile sensation. The driving panel features a There are several features that greatly increase steering wheel creating dramatic play and the play value; the scale of the house is perfect for crawl-through panel encourages children to toddlers, the flower window adds to the overall crawl and explore. These activities stimulate transparency so that children can play together cross-modal perception, important for from the outside and the inside of the house improving reading skills and support crossand the shop counter desk features a conveyor coordination awareness which is key to

Data is subject to change without prior notice.

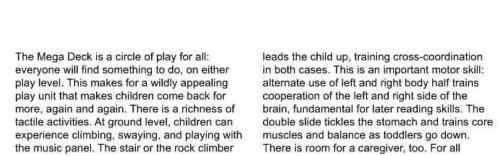
PLAY EQUIPMENT 1 (6 MONTHS TO 5 YEARS OLD)

Mega Deck with Shade

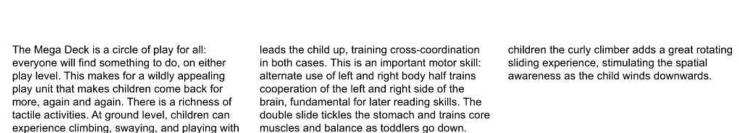
1 / 08/12/2024

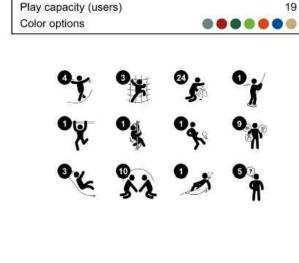
BIKE RACK - SURFACE MOUNT





5 PLAY EQUIPMENT 2 (2 TO 5 YEARS OLD)





Item no. PCM103831-0950

General Product Information

Dimensions LxWxH

Age group

15'8"x14'8"x14'5"



Data is subject to change without prior notice.

Mega Deck with Ladder



the entrance challenging and challenges are all important for e.g. managing traffic

The Mega Deck with Ladder is wildly attractive. balancing act down the curved slide. Apart from break from the dense, physical play. It is the ultimate in play variation for its size. being great fun, balancing, climbing, gliding, This asset will make children come back again and sliding support fundamental motor skills: and again. The ladder's twisted shape makes the sense of space, agility, and balance. These coordination as well as logical thinking. Once securely. The puzzle on ground level stimulates on the platform, the reward is a wild glide down social-emotional development where children the thrilling banister bars. Or, alternatively, a can cooperate. It also allows room for a short

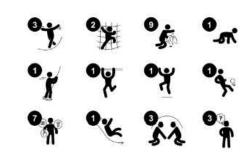
1 / 08/16/2024

6 PLAY EQUIPMENT 3 (5 TO 12 YEARS OLD)



Item no. PCM111731-0905 General Product Information	
Age group	5 - 12
Play capacity (users)	20
Color options	000000

1 / 08/08/2024





Data is subject to change without prior notice.

UPDATES/REVISIONS :

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

www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

Charles P. Johnson & Associates, Inc. Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors Associates 1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394

VICINITY MAP
PRINCE GEORGE'S. CO MAP PAGE 5998 GRID K-4
SCALE: 1" = 2000'

CLIENT: Christopher Land LLC 221SE07 164-F1 10461 White Granite Drive, Suite 250 Oakton, VA 22124 GRM COPYRIGHT © LATEST DATE HEREON CHARLES P. JOHNSON & ASSOCIATES, INC. ALL RIGHTS RESERVED, DEC. 2023 UNAUTHORIZED USE OR REPRODUCTION IS

MISS UTILITY Call "Miss Utility" at 1—800—257—7777, 48 hours prior to the start of work The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

PROHIBITED. 2022-1236-21 AS SHOWN Last Saved 10/28/2024 Last Plotted 10/28/2024 1:32 PM Sheet N:0(E702022-020366c0W)G1(2110f-121