



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

Countywide Planning Division
Prince George's County Planning Department

301-52-3650

May 18, 2020

MEMORANDUM

TO: Sherri Conner, Supervisor, Subdivision and Zoning Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPDP

FROM: Kim Finch, Master Planner, Environmental Planning Section, CWPDP

SUBJECT: Timothy Branch A-9988-01
Petition for Basic Plan Amendment

The Environmental Planning Section has reviewed the above referenced Zoning Map Amendment application stamped as received on April 15, 2020. The amendment application meets all applicable environmental requirements. The following comments are provided for your consideration.

Background

The Environmental Planning Section (EPS) has extensively reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
4-92048	TCP1-151-90	Planning Board	Approved	5/22/2006.	PGCPB No. 92-187
N/A	TCPII-068-93	Staff	Approved	8/24/1993	N/A
SDP-9703	TCPII-042-97	Planning Board	Approved	5/16/1997	PGCPB No. 97-132
N/A	NRI-002-07	Staff	Signed	11/7/2007	N/A
ZMA-9987 ZMA-9988	NA	District Council	Approved	6/16/2008	Zoning Ordinance No. 17-2008
ZMA-9989-C	N/A	District Council	Approved	7/11/2009	
N/A	NRI-002-07-01	Planning Director	Signed	8/19/2010	N/A
CDP-0501 CDP-0502	TCP1-151-90-01	Planning Board	Approved	10/7/2010	PGCPB No. 10-111 & 10-110
4-09003	TCP1-151-90-02	Planning Board	Approved	10/28/2010	PGCPB No. 10-117(A)64(A)
SDP-1304	TCP2-068-93-01	Planning Board	Approved	10/23/2014	PGCPB No. 14-116

SDP-1701	TCP2-068-93-02	Planning Board	Approved	9/14/2017	PGCPB No. 17-119
SDP-1701-01	TCP2-068-93-02	Approved	Approved	7/12/2018	PGCPB No. 18-64
SDP-1701-02	TCP2-068-93-02	Planning Director	Pending	Pending	Pending
NA	TCP2-068-93-03	Staff	Approved	4/30/2018	NA
NA	TCP2-068-93-04	Staff	Approved	9/24/2019	NA
SDP-1701-03	TCP2-068-93-05	Planning Board	Pending	Pending	Pending
SDP-1701-04	TCP2-068-93-06	Planning Board	Pending	Pending	Pending
A-9988-01	NA	District Council	Pending	Pending	Pending

Proposed Activity

This application requests to amend the approved Basic Plan for a 72.43- acres site in the L-A-C zone to remove the retail/commercial, office, warehousing and distribution and light manufacturer uses, and change the land use to an Active Adult Development.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012.

Site Description

The subject property is 72.43- acres in the L-A-C zone located in the southeast quadrant of the intersection of Crain Highway (US 301) and Brandywine (MD 381) Road. This site contains streams, 100-year floodplain and wetlands associated with Timothy Branch in the Mattawoman Creek watershed and the Potomac River basin. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program (DNR NHP) there are no Rare, Threatened, or Endangered (RTE) species found to occur on or in the vicinity of this property. Brandywine Road (MD 381), which borders the site on the north, is a designated historic road. The portion of Brandywine Road west of Mattawoman Drive is classified as an industrial road in the Master Plan of Transportation (2009) (MPOT), as is Short Cut Road, which is also adjacent to this site. Mattawoman Drive which is internal to the site is classified as an arterial which are generally regulated for noise impacts when associated with residential development Agriculture, Natural Resources Conservation Service (USDA NRCS), Web Soil Survey (WSS) are the Aquasco silt loam, Beltsville silt loam, Croom gravelly sandy loam, Croom-Marr, Potobac-Issue, and Urban land Beltsville series. Marlboro clay does not occur in this area. According to the *Countywide Green Infrastructure Plan* (2017) the stream valley along the eastern boundary is a Regulated Area and the remainder of the property is an Evaluation Area.

Plan Prince George's 2035 Approved General Plan (2014)

The site is located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map and has a Growth Policy of Established Communities as designated by *Plan Prince George's 2035 Approved General Plan*.

Master Plan Conformance

The *Approved Subregion 5 Master Plan and Sectional Amendment* (July 24, 2013) approved by the District Council is the current master plan for this area. This Master plan included environmentally related policies and their respective strategies in the Environmental Infrastructure section.

Policy 1: Implement the master plan's desired development pattern while protection sensitive environmental features and meeting the full intent of environmental policies and regulations.

Prior development applications on-site addressed the protection of regulated environmental features of the site related to Timothy Branch and its associated Primary Management (PMA). The amended Basic Plan is in conformance with the protection of environmental features which has already occurred on the site through PMA conservation easements and woodland conservation easements. When future applications are reviewed, the strategies of Policy 1 will be further implemented.

Policy 2: Ensure that new development incorporates open spaces, environmental design, and mitigation activities.

The amended Basic Plan does not affect the pattern of open space provided in the L-A-C. Stormwater management (SWM) has been previously completed in accordance with technical plans approved by the Department of Permitting, Inspections and Enforcement (DPIE). Non-tidal wetland mitigation required by permitting has been provided adjacent to the L-A-C within the Timothy Branch floodplain. The amended Basic Plan is in conformance with this policy. When future applications are reviewed, the strategies of Policy 2 will be further incorporated.

Policy 3: Protect, preserve, and enhance the identified green infrastructure network within Subregion 5.

Most of the site includes Regulated Area and Evaluation Area of the *Countywide Green Infrastructure Plan* network. Impacts to the Evaluation Area on the site and the REF were previously approved with the preliminary plan. The amended Basic Plan is in conformance with this Policy 3. Any additional impacts will be evaluated with future applications in accordance with Policy 3.

Policy 4: Encourage the restoration and enhancement of water quality in degraded areas and the preservation of water quality in areas not degraded.

Stormwater management (SWM) features have been previously implemented on this site in conformance with final technical approval. When future applications are reviewed, every effort must be made to continue to incorporate the strategies to implement Policy 4 at this site.

Policy 5: Protect and restore groundwater recharge areas such as wetlands and the headwater areas of streams.

The site is not located in a groundwater recharge area or headwater areas but does include the protection of non-tidal wetlands. The Primary Management Area (PMA) located on-site has been protected through prior applications to the fullest extent possible. The Basic Plan is in conformance

with prior approvals. When future applications are reviewed, every effort must be made to further incorporate the strategies to implement Policy 5 at this site.

Policy 6 Ensure that, to the extent that is possible, land use policies support the protection of the Mattawoman Creek.

The site is located in the Mattawoman Creek watershed, and prior approvals have protected the regulated environmental features on the site to the fullest extent possible. The amended Basic Plan is in conformance with prior approvals. When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 6 at this site.

Policy 7: Conserve as much land as possible in the Rural Tier portion of the watershed as natural resource land (forest, mineral, and agriculture).

This site is not in the Rural Tier but located within the Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map and has a Growth Policy of Established Communities as designated by *Plan Prince George's 2035 Approved General Plan*.

Policy 8: Minimize impervious surfaces in the Developing Tier portion of the watershed through use of conservation subdivisions and environmentally sensitive design and, especially in the higher density Brandywine Community Center, incorporate best stormwater design practices to increase infiltration and reduce run-off volumes.

The site is located in the former Developing Tier and has an approved and implemented SWM technical plan based on the applicable Stormwater Management Ordinance. When future applications are reviewed, every effort must be made to incorporate further strategies if needed to implement Policy 8 at this site.

Policy 9: Enhance the county's Critical Area protection program in response to local, regional, and statewide initiatives and legislative changes.

This site is not in or near the Chesapeake Bay Critical Area.

Policy 10: Reduce air pollution through transportation demand management projects and Programs.

Policy 11: Promote "climate friendly" development patterns through planning processes and land use decisions.

Policy 12: Increase awareness of the sources of air pollution and greenhouse gas emissions.

Policy 13: Encourage the use of green building techniques that reduce resource and energy consumption.

Information regarding the use of green building techniques and the use of alternative energy will be evaluated with future applications by the Urban Design Section.

Policy 14: Ensure that excessive noise producing uses are not located near uses that are particularly sensitive to noise intrusion.

Matapeake Drive is a Master Plan of Transportation designated Arterial which regulated for noise with respect to proposed residential development. A noise study may be required with future applications and will be evaluated by the Urban Design Section.

Conformance with the Green Infrastructure Plan

Most of the site is within the Evaluation Area and Regulated Areas of the Green infrastructure Network as delineated in accordance with the *Approved Countywide Green Infrastructure Plan* (2017). Impacts to the REF were previously approved under a preliminary plan. The amended Basic Plan can be found in conformance with the conservation of the Green Infrastructure Network consistent with previous plan approvals on the site.

Environmental Review

Existing Conditions/Natural Resource Inventory (NRI)

An NRI is not required as part of a zoning amendment application. An NRI is necessary to confirm the presence or absence of REF. Future applications may require an NRI covering the land area included in the application approved under the current regulations.

Woodland Conservation

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012. The requested change in use will not result in a change to the Woodland Conservation Threshold which is currently 15 percent. There is an approved TCP1 and TCP2 on the overall Timothy Branch development. All future applications will require a Tree Conservation Plan covering the land area included in the application, in accordance with the current regulations.

Special Roadways

Brandywine Road (MD 381), which borders the site on the north, is a designated historic road. Appropriate buffering for special roadways, consistent with the requirements established by CDP-0901 for the L-A-C portion of the site should be maintained on future development applications.

Noise Mitigation

Matapeake Drive is a MPOT designated Arterial which are regulated for noise with respect to proposed residential development. A noise study will be required with future applications to determine appropriate mitigation for the proposed residential use.

If you have any questions concerning this review, please contact me by e-mail at kim.finch@ppd.mncppc.org or call 301-952-3650.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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May 20, 2020

MEMORANDUM

TO: Sherri Conner, Subdivision Section, Development Review Division

VIA: Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division

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

SUBJECT: A-9988-01 Timothy Branch L-A-C Zone

The subject property comprises 72.4295 acres located on the east side of Robert S. Crain Highway (US301/MD5), in the southeast quadrant of its intersection with Brandywine Road. The subject application proposes an Active Adult Community in the L-A-C and M-I-O-Z Zones. This application is filed to facilitate an active adult community to replace the previously approved retail/commercial, office, warehouse and distribution, and light manufacturing uses.


The subject property was previously surveyed for archeological resources. One archeological site, 18PR454, a late 18th to mid-19th century farmstead, was identified in the area included in this application. Phase II investigations were conducted on site 18PR454. A majority of the site was found to be disturbed by the demolition of the structure formerly located on the property. Therefore, no further work was recommended on site 18PR454 and no further investigations are recommended with this application.

The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or significant archeological sites. Historic Preservation staff recommend approval of A-9988-01 Timothy Branch L-A-C Zone with no conditions.

May 14, 2020

MEMORANDUM

TO: Sherri Conner, Planning Supervisor, Subdivision and Zoning Section, Development Review Division

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

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

SUBJECT: **A-9988-01; Timothy Branch L-A-C**

FINDINGS

The Community Planning Division finds that, pursuant to Section 27-195(b)(1)(A), the proposed Basic Plan conforms to the specific recommendation of the 2014 *Plan Prince George's 2035 Approved General Plan's* Growth Policy Map (Page 18) and the goals of the Plan 2035 Center Classification System (Page 108). The goal for Average Net Housing Density for New Development in Brandywine Town Center (Local) is 10 to 60 dwelling units per acre.

BACKGROUND

Application Type: Amendment to an approved Basic Plan

Location: Located on the east side of Robert S. Crain Highway (US 301/ MD 5), in the southeast quadrant of its intersection with Brandywine Road.

Size: 72.4295 acres

Existing Uses: Vacant

Proposal: To amend the existing Basic Plan A-9988-C to change the land use types to remove the retail/commercial, office, warehousing and distribution, and light manufacturing uses, and to expand the residential use types to include single family detached. The applicant is proposing the development of an active adult community with a density of 2.8-7.5 dwelling units per acre, and a dwelling unit range of approximately 180-480 dwelling units.

GENERAL PLAN, MASTER PLAN, AND SMA

A-9988-01; Timothy Branch L-A-C

General Plan: The 2014 *Plan Prince George's 2035 Approved General Plan* places this application in a Local Center. Brandywine is identified as one of 26 Local Centers on the Prince George's County Growth Policy Map (Page 18). "Local Centers are focal points for development and civic activities based on their access to transit or major highways. The plan contains recommendations for directing medium to medium-high residential development along with limited commercial uses to these locations, rather than scatter them throughout the Established Communities." (Page 19) "Established Communities are most appropriate for context-sensitive infill and low-to-medium density development," (p. 20).

The Plan 2035 Center Classification System (Table 16) further describes Brandywine as one of five Town Centers (Local) as "A range of auto-accessible centers that anchor larger areas of suburban subdivisions. Overall, the Centers are less dense and intense than other centers types and may be larger than a half mile in size due to their auto orientation. These centers typically have a walkable "core" or town center." (Page 108)

The goal for Average Net Housing Density for New Development in Bowie Town Center (Local) is 10 to 60 Dwelling Units Per Acre. These goals provide guidance on the success of the success of the Growth Policy Map and Plan 2035. These goals are not designed to be applied to and shall not be tested against individual development projects. (Page 110).

Master Plan: The 2010 *Approved Subregion 5 Master Plan and Sectional Map Amendment* recommends Mixed-Use use on the subject property. The master plan describes mixed-use as "Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Different mixed-use areas may vary with respect to their dominant land uses; i.e. commercial uses may dominate overall land use in one mixed use area, whereas residential uses may dominate in another." (Page 31) The property is zoned as L-A-C (Local Activity Center).

Planning Area: 85 A

Community: Brandywine

Aviation/MIOZ: A portion of this application is located within the Military Installation Overlay Zone, Noise Intensity Zone (60db-74db).

SMA/Zoning: The subject property was rezoned to the L-A-C Zone from the E-I-A and I-3 zoning categories via approval of A-9988 in June 16, 2008. The 2013 *Approved Subregion 5 Sectional Map Amendment* retained the subject property in the L-A-C Zone.

MASTER PLAN CONFORMANCE ISSUES

None

c: Long-range Agenda Notebook

Adam Dodgshon, Planning Supervisor, Placemaking Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Transportation Planning Section

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May 15, 2020

MEMORANDUM

TO: Sherri Conner, Subdivision and Zoning Review Section, Development Review Division

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

SUBJECT: A-9988-01 Timothy Branch Basic Plan Amendment

Proposal

The applicant is proposing an amendment to an approved basic plan. The amendment seeks to remove the retail/commercial, office, warehouse and distribution, and light manufacturing uses from the plan and expand the residential use types to include single family detached, single family attached, and multifamily residential uses within an active adult residential community.

Background

Within a comprehensive design zone (CDZ), the basic plan establishes the types, amounts, and general location of land uses proposed as a part of the granting of the zone. The review focuses on master plan conformity, with attention given to the land uses proposed and their relationships with each other, including general aspects of access and circulation. Additionally, there is a requirement that transportation facilities will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density, and that the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans.

The underlying subdivision is Preliminary Plan of Subdivision (PPS) 4-09003, and this plan will be compared against that plan as a means of comparing the trip impacts of the prior approval against the current proposal. Both Comprehensive Design Plan (CDP)-0901 and PPS 4-09003 have a number of transportation conditions; given that it is expected that the site will have revisions or new plans that will eventually replace these plans, conditions will not be reviewed. Prior basic plan application A-9988 contains several traffic-related conditions; those conditions will be verified herein to determine their applicability to be carried forward into this approval.

Review Comments

The current basic plan was reviewed and approved as Zoning Map Amendment A-9988-C with a density of 10 to 15 dwelling units per acre, and with a dwelling unit range of 640 to 960 dwelling units, a range of 220,000 to 270,000 square-feet of commercial and employment uses, and a range of 85,000-100,000 square-feet of retail/commercial uses. This amendment is proposing the development of an active adult community with a density of 2.8 to 7.5 dwelling units per acre, with a dwelling unit range of 180 to 480 dwelling units.

As noted earlier, the preliminary plan of subdivision was approved with a trip cap based on various land use quantities within the area of this basic plan amendment. The table below uses those quantities to represent the existing basic plan and compares trip generation for those land uses against the trip generation for the land uses proposed under this amendment:

Trip Generation Summary, A-9988-01, Timothy Branch Basic Plan Amendment								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Current Basic Plan								
Townhouse/Semi-Detached/Two-family	77	units	11	43	54	40	22	62
Multifamily	60	units	6	25	31	23	14	37
General Office	205,000	Square feet	253	38	291	45	257	302
Retail	100,000	Square feet	125	77	202	271	293	564
Less Pass-By (40 percent AM and PM)			-50	-31	-81	-108	-117	-225
Net Retail Trips			75	46	121	163	176	339
Total Trips: Current Basic Plan			345	152	497	271	469	740
Proposed Basic Plan Amendment								
Senior Adult Housing – Detached	240	units	19	34	53	39	26	65
Senior Adult Housing - Attached	240	units	12	19	31	24	14	38
Total Trips: Proposed Basic Plan Amendment			31	53	84	63	40	103
Net Change in Trips					-413			-637

As noted in the table above, the uses currently proposed will result in fewer trips in each peak hour than the currently approved mix of uses. Based on the decrease in the density and traffic intensity of development from the original basic plan, the L-A-C area of the Timothy Branch development will generate less traffic than was projected with the approval of the original basic plan, CDP-0901, and PPS 4-09003. Therefore, it is determined that the transportation staff can make the finding required by Section 27-195(b)(1)(C) without benefit of a traffic impact study and a new review of traffic operations at intersections in the area.

At the time that a revision to the CDP and a new PPS are reviewed, transportation adequacy will be reviewed consistent with practices in the "Transportation Review Guidelines, Part 1" or any successor document.

Regarding the potential site layout and internal street patterns, these issues will be evaluated at the time of the review of a CDP revision.

The access and circulation patterns were reviewed during preliminary plan review. The configuration shown on the site plan remains largely consistent with the pattern that was previously presented, and access and circulation are determined to be acceptable.

The site is adjacent to A-63, a master plan arterial facility traversing the site from north to south, and C-613, a planned collector facility along existing MD 381. Adequate dedication has been shown on prior plans, including dedication for 120 feet of right-of-way for A-63 and dedication for right-of-way of 40 feet from the centerline along MD 381. It is anticipated that future plans will continue to reflect this dedication.

Prior Approvals

Basic Plan/Zoning Map Amendments A-9987/A-9988 for this site were reviewed and approved by the District Council on June 16, 2008 (District Council Zoning Ordinance No. 17-2008). The District Council approved the basic plan with two traffic-related conditions which are applicable to the review of this basic plan revision and warrant discussion, as follows:

1. **At the time of Comprehensive Design Plan, the Transportation Planning Staff shall make Master Plan transportation facility recommendations consistent with the Subregion V Master Plan.**

This condition was met during CDP and PPS review, and should be carried forward with the basic plan amendment.

2. **At the time of Comprehensive Design Plan and Preliminary Plan of Subdivision, the Transportation Planning Staff shall review a traffic impact study as a means of making findings of the adequacy of transportation facilities. The traffic study shall, at a minimum, include the following as critical intersections:**
 - a. **MD 5 and Brandywine Road (signalized)**
 - b. **US 301 and MD 381/Brandywine Road (signalized)**
 - c. **MD 381 and Mattawoman Drive (unsignalized)**
 - d. **US 301 and Mattawoman Drive (proposed)**
 - e. **US 301/MD 5 and proposed A-55 (future)**
 - f. **US 301/MD 5 and Matapeake Business Drive/Clymer Drive (signalized)**
 - g. **US 301/MD 5 and Cedarville Road/McKendree Road (signalized)**
 - h. **Future Mattawoman Drive and proposed A-55 (future)"**

This condition was met during CDP and PPS review. Findings regarding all intersections were provided during those reviews. At the time that a revision to the CDP and a new PPS are reviewed, transportation adequacy will be reviewed consistent with practices in the "Transportation Review Guidelines, Part 1" or any successor document. As such, given the entitlement associated with the subject property and the sharp decrease in trips between that entitlement and the current proposal, there is not a need to carry this condition forward with the basic plan amendment.

Conclusion

Based on the preceding findings, the Transportation Planning Section conclude that existing transportation facilities and those to be provided by the applicant will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. Furthermore, the uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved Area Master Plan, in accordance with Section 27-195 of the Prince George's County Code. In making this finding, the Transportation Planning Section staff supports the retention of the District Council's Condition 1 contained within the approval for the site's approved basic plan. Given the entitlement associated with the subject property and the sharp decrease in trips between that entitlement and the current proposal, there is not a need retain the District Council's Condition 2 contained within the same approval.

Countywide Planning Division
Special Projects Section

May 15, 2020

MEMORANDUM

TO: Sherri Conner, Supervisor, Subdivision and Zoning Section, Development Review Division

VIA: WC Whitney Chellis, Acting Planning Supervisor, Special Projects Section, Countywide Planning Division

FROM: IRT Ivy R. Thompson, Senior Planner, Special Projects Section, Countywide Planning Division

SUBJECT: A-9988-01 Villages of Timothy Branch

Project Summary:

This project is an amendment to an existing basic plan (A-9988-C) to change the land use types from commercial and industrial uses to residential development in the L-A-C/M-I-O Zones. This property is located outside the I-495 Beltway.

This Zoning Map Amendment (ZMA) was accepted for processing by the Planning Department on April 14, 2020.

Section 27-195(b)(1)(A)(i) of the Prince George's County Code of Ordinances requires that prior to approval, the District Council shall find that the entire development conforms to the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; and

27-195(b)(1)(D) Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed.

Subtitle 24 of the County Code provides the only methodology for testing adequate public facilities to ensure that the development will be served by adequate public facilities, as set forth below.

RESIDENTIAL

Water and Sewer:

Using Section 24-122.01(b)(1) of the Prince George's County Code of Ordinances, Subdivision Regulations which states "the location of the property within the appropriate service area of the

Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval." The 2018 *Water and Sewer Plan* placed this property in the 2018 *Water and Sewer Plan* placed this property in the Water and Sewer Category 3, Community System.

Capital Improvement Program (CIP):

The Prince George's County FY 2020-2025 Approved CIP identifies two CIP school projects- the Gwynn Park Middle School and the Gwynn Park High School- and one recreation project – the Southern Area Aquatic and Recreation Complex - in Planning Area 85A-Brandywine Vicinity.

Police Facilities:

The subject property is in Police District V, Clinton, located at 6707 Groveton Drive in Clinton, Maryland.

This Zoning Map Amendment was reviewed for adequacy of police services in accordance with Section 24-122.01(c) of the Subdivision Regulations. The response time standards established by Section 24-122.01(e) is ten-minutes for emergency calls (priority) and 25-minutes for non-emergency calls (non-priority). The test is applied on the date the application is accepted or within the three (3) monthly cycles following acceptance, pursuant to Section 24-122.01(e)(2). The specified criteria must be met on one of the four cycles or mitigation will be required. The times are based on a rolling average for the preceding 12 months. The ZMA was accepted for processing by the Planning Department on April 14, 2020.

Reporting Cycle	Effective 12 Month Cycle	Priority	Non- Priority
Acceptance Date <i>April 14, 2020</i>		12	9
Cycle 1 May, 2020		12	9
Cycle 2 June, 2020			
Cycle 3 July, 2020			

The response time standards of 10 minutes for priority calls failed at acceptance and the following May cycle and passed the 25 minutes for non-priority calls. The applicant has two additional monthly cycles, to pass the police response time test, which includes both priority and non-priority response times. A Mitigation fee would be required for the provision of public facilities necessary to serve the development. The fee (\$4,968 per dwelling) is to be paid to Prince George's County prior to the issuance of grading permits for the development. Notwithstanding the number of dwelling units and the total fee, the final number of dwelling units shall be as approved by the Planning Board and the total fee payment shall be determined by multiplying the total dwelling unit number by the per unit factor noted above. The per unit factor of \$4,968 is subject to adjustment on an annual basis in accordance with the percentage change in the Consumer Price Index for All Urban Consumers. The actual fee to be paid will depend upon the year the grading permit is issued.

Fire and Rescue:

The Brandywine Volunteer Fire/EMS Co. 840, located at 13809 Brandywine Road, in Brandywine, Maryland is identified as the first due station. This Zoning Map Amendment was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) of the Subdivision Regulations. The response time standard established by Section 24-122.01(e) is a maximum of seven-minutes travel time from the first due station. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of May15, 2020 the seven-minute travel time standard from Brandywine Fire/EMS Co. 840 is met.

Schools:

This Zoning Map Amendment was reviewed for impact on school facilities in accordance with Section 24-122.02 of the Prince George's County Code of Ordinances, Subdivision Regulations, and CR-23-2001 and CR-38-2002, and the *2020 Updated Pupil Yield Factors and Public School Clusters*. This property is located outside the I-495 Beltway. The applicant provided both a range (180 -480) and variety (multi-family, single-family semi-attached and detached) of dwelling unit types, thus it is not possible to provide an assessment of the impact of the future development on the schools. Section 10-192.01 establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,741 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$9,741 per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,698 per dwelling for all other buildings. This fee is to be paid to Prince George's County at the time of issuance of each building permit.

Conclusion:

At the writing of this referral the Special Projects Section recommends approval of the rezoning application noting that the Police Response times are inadequate and would require mitigation for any dwellings constructed in accordance with the Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure (CR-078-2005).