

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on April 19, 2007 regarding Detailed Site Plan DSP-06077 for Brandywine Crossing, the Planning Board finds:

1. **Request:** The subject detailed site plan (DSP) application is for approval of a 312,165 square-foot integrated shopping center in the C-S-C (Commercial Shopping Center) Zone.

The proposed shopping center covered in this application is the northern section of a larger integrated shopping center known as Brandywine Crossing with a total gross floor area (GFA) of 478,561 square feet. The smaller southern part (with a GFA of 166,396 square feet) of Brandywine Crossing will be reviewed under DSP-06086.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	C-S-C	C-S-C
Use(s)	Vacant	Integrated Shopping Center
Acreage	31.46	31.46
Parcels	8	8
Lots	5	5
Building square footage/GFA	-	312,165
Of which Building 1-Safeway	-	58,595
Building 2-Anchor	-	25,000
Building 3-Anchor	-	30,000
Building 4-Target	-	128,910
Building A-Retail	-	11,700
Building B-Retail	-	12,200
Building C-Retail	-	6,000
Building D-Retail	-	9,000
Building E-Future Bank	-	3,460
Building F-Retail	-	6,000
Building G-Retail	-	10,300
Building H-Retail	-	8,300
Building I-C-Store	-	2,700

OTHER DEVELOPMENT DATA

	<b>REQUIRED</b>	<b>PROPOSED</b>
Total Parking Spaces	1,249	1,291
Of which handicapped spaces	23	42
Loading spaces	6	9

3. **Location:** The subject property is located on the east side of US 301/MD 5, on the north side of Matapeake Business Drive, in Planning Area 85A and Council District 9.

4. **Surroundings and Use:** The site is bounded on the south and east sides by the right-of-way of Matapeake Business Drive and to the west by the right-of-way of US 301/MD 5 and to the north side by Timothy Branch Drive. Further across Matapeake Business Drive to the south is the other portion of Brandywine Crossing shopping center, which is included in DSP-06086. To the east and north of the site are properties in the I-1 (Light Industrial) Zone.
5. **Previous Approvals:** The 1978 Brandywine-Mattawoman Sectional Map Amendment (SMA) rezoned the subject site from the R-R (Rural Residential) Zone to the E-I-A (Employment-Industrial-Area) Zone. In 1982, the District Council granted approval of Special Exception SE-3272 on the northern portion of the Brandywine 301 Industrial Park for the excavation of sand and gravel. In 1985, the site was rezoned with conditions through zoning map amendment A-9502-C from the E-I-A Zone to the I-1 and I-3 Zones. The 1993 Sectional Map Amendment for Subregion V retained this property in the I-1 Zone as previously approved by application A-9502-C (Zoning Ordinance No. 16-2006) in 1985. On September 18, 2006, the District Council approved Zoning Map Amendment A-9980-C to rezone a larger property of approximately 52.7 acres including the subject property from the I-1 and I-3 Zones to the C-S-C Zone. The subject site is a part of a larger subdivision known as Brandywine 301 Industrial Park (approximately 176.44 acres), which was approved (Planning Board Resolution PGCPB No.98-84) as Preliminary Plan of Subdivision 4-97124 in 1998. Four parcels included in 4-97124 have been recently approved in a new Preliminary Plan of Subdivision 4-06131, which has two new conditions that affect the subject property. The subject site also has a Stormwater Management Concept Approval # 5831-2006-00.
6. **Design Features:** The subject site is the northern portion of Brandywine Crossing shopping center. The site is roughly square in shape with four sides fronting public rights-of-way. The site plan proposes one direct access point from US 301/MD 5 through Long's Subdivision Lot 18 to Timothy Branch Drive, an access that was prohibited by previously approved Preliminary Plan of Subdivision 4-97124. The site also has three access points off Matapeake Business Drive and five additional access points from Timothy Branch Drive. The layout of the site consists of two major sections: the anchor district and a retail street including a town square. Between the two sections are surface parking lots. The anchor district is located in the eastern part of the site fronting the north-south oriented segment of Matapeake Business Drive. Two anchor stores including Target and Safeway have been identified in this DSP. An additional two anchor stores will be introduced in the future. The retail street is located along US 301/ MD 5 frontage. The design of the retail street emulates the pattern of traditional main streets with small retail buildings on both sides and ends at a town square which is surrounded by retail buildings with canopies, porches and shopping arcades extending from the storefront over the sidewalk. There are also two small buildings (Buildings E and I) along the US 301/MD 5 frontage: a future bank is located close to the south entrance to the site and a convenience store with a gas station is located to the north of the north entrance of the site.

The applicant has submitted complete design guidelines that will be applied to the entire Brandywine Crossing shopping center including the subject DSP. The intent of the design guidelines is to develop a framework for an integrated retail development made up of different buildings of varying size and scale. The design of the shopping center draws heavily from the

design principles found in the twentieth century retail architecture of the surrounding metropolitan area, such as Art Deco style, which has been followed in regard to scale, massing, and materials. Exterior finishing materials include brick, precast masonry, stone, cementitious stone, colored concrete block with split face, EIFS, wood, and composite products. Store fronts will be clear glass in aluminum frames.

The proposed Target building is a modern flat roof building with an accented entrance and a Target sign. The main elevation is finished with a combination of brick, and concrete masonry units of various colors and textures. The elevations are also divided into different mass segments with various projections and recesses that create a rich shade effect. A darker split face masonry unit differentiates the base section from other parts of the elevation. An EIFS cornice outlines the roofline. The proposed Safeway building also presents a strong horizontal composition. The horizontal elevations are further decorated with two higher entrance pavilion towers. The glass door and panel extend all the way to the cornice of the tower. The main elevation also features dark buff brick bands accenting both the base and flat roof sections. Additional cultured stone veneer is also used on columns for the front arcade and to mark the base of the building. The maximum building height is approximately 40 feet.

The buildings on the retail street are primarily one story; only a small portion of the buildings are articulated with a second story, attics or architectural embellishment to provide a varied roof line. Storefronts are to be of clear glass with aluminum and composite wood framing. Projecting metal canopies will be an integrated part of many retail store façades. For those storefronts without structured canopies, a tenant-selected canvas awning can be used in the future.

Buildings around the town square will provide a backdrop to a large public gathering space. The square is also envisioned as a gathering place and landmark for the surrounding community. The town square features half-enclosed porches and shopping arcades extending the storefronts to the sidewalk to provide a pedestrian-friendly walking environment. The covered sidewalk has a pitched roof with exposed beams and purlins as reminiscent of old tobacco barns.

The two small buildings (Buildings E and I) are shown with a rectangular shape and a building height of approximately 20 feet. But no elevation has been proposed. Building I is a convenience store with a gas station and will be reviewed and approved as a Special Exception. Building E is for a future bank. Since no architecture has been proposed with this DSP, this site will be subject to future review by the Planning Board or its designee when specific architecture is available. The site plan should be revised to label this site as a pad site. A condition has been proposed in the recommendation section of this report.

The applicant has also submitted complete signage design guidelines for the entire shopping center. The signage package includes freestanding, building mounted, monumental entry, directional and banner signs. The sign package in general is attractive and presents a unified and consistent graphic image for the shopping center. However, the package does not specifically show what the required sign face area is and what is the proposed for each type of sign. A condition has been proposed in the recommendation section to require the applicant to provide the identified information prior to certification.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance No. 16-2006 (A-9980-C):** Zoning Ordinance No.16 was adopted by the District Council on September 18, 2006 to approve Application No. A-9980 to rezone a larger property including the subject site from the I-1 and I-3 Zones to the C-S-C Zone with two conditions that are applicable to the review of this DSP as follow:

1. **Development of this site shall be in conformance with the approved Tree Conservation Plans (TCPI/26/91 and TCPII/133/91).**

**Comment:** A Type II Tree Conservation Plan TCPII/133/91-06 has been submitted with this DSP. The Environmental Planning Section in a memorandum dated February 12, 2007 (Finch to Zhang) concluded that the proposed Type II Tree Conservation Plan TCPII/133/91-06, which has been revised concurrently with TCPI/26/91, meets the requirement of the Woodland Conservation Ordinance. The Environmental Planning Section recommends approval of TCPII/133/91-06 with three conditions that have been incorporated into the recommendation section of this report.

2. **Detailed Site Plan approval shall be required prior to the issuance of any building or grading permit, to ensure compatibility with the surrounding industrially zoned properties as well as conformance with the purposes of the C-S-C Zone.**

**Comment:** The subject DSP has been filed for meeting this condition. However, the Urban Design staff believes that the proposed integrated shopping center would be a great improvement aesthetically from the existing, heavily industrial landscape.

8. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in general conformance with the requirements of Section 27-461 (b) of the Zoning Ordinance, which governs development in the commercial zones. The proposed integrated shopping center is permitted in the C-S-C Zone.
  - b. The DSP shows a site layout that is consistent with Section 27-462 regulations regarding building setbacks except for Building 1, which is 37 feet in height. Foot Note 2 requires additional set back equal to one third of the total building height if the building is 30 or more feet high. The required setback for Building 1 from Timothy Branch Drive is 22 feet. The site plan shows approximately 17-foot setback and is not consistent with the required setback requirement. The applicant has to either provide the required setback or apply for a variance. A condition has been proposed in the recommendation section of this report.

The DSP is also in general conformance with the site design guidelines.

9. **Preliminary Plans of Subdivision 4-97124 and 4-06131:** The Planning Board approved Preliminary Plan of Subdivision 4-97124 with 22 conditions and the following conditions are applicable to the review of this DSP. Other permit related conditions will be enforced at the time of issuance of the respective permits.

**1. Development of this site shall be in conformance with the approved Type I Tree Conservation Plan (TCPI/26/91) as revised.**

**Comment:** TCPI/26/91 is being revised to include additional areas and to show how the woodland conservation requirement will be met for the entire acreage now included with the Preliminary Plan of Subdivision 4-06131. A Type II Tree Conservation TCPII/133/91-06 has also been submitted with this DSP. The Environmental Planning Section in a memorandum dated February 12, 2007 (Finch to Zhang) indicated that TCPII/133/91-06 is consistent with TCPI/26/91 and has satisfied the Woodland Conservation Ordinance.

**2. Prior to Detailed Site Plan approval, the applicant shall revise the Type II Tree Conservation Plan for the property to address the requirements as established by TCPI/26/91.**

**Comment:** Revisions to the Type II Tree Conservation Plan (TCPII/133/91) to address the revised requirements of TCPI/26/91-01 were addressed during the review of Preliminary Plan of Subdivision 4-06131. As discussed above, TCPII/133/91-06 is consistent with TCPI/26/91.

**3. Prior to Detailed Site Plan approval for Parcel 1, Block A and Parcels 1 & 2 Block B, the applicant shall demonstrate to the satisfaction of the Natural Resources Division that the noise levels for all interior office space does not exceed 55 dBA.**

**Comment:** The Natural Resources Division is now known as the Environmental Planning Section, within the Countywide Planning Division. In a memorandum dated February 12, 2007 (Finch to Zhang), the Environmental Planning Section has carried this condition forward as a condition of approval that should be enforced prior to issuance of building permit.

**9. Development of this site shall be in conformance with the approved stormwater concept plan, #988002990. This approval shall be noted on the preliminary plat prior to signature approval.**

**Comment:** The second part of this condition was fulfilled at the time of signature approval of the Preliminary Plan of Subdivision. The subject DSP has an approved Stormwater Management Concept Plan #5831-2006-00, which was approved based on a previously approved Stormwater Management Concept Plan. However, at the time this staff report was written, the Department of Environmental Resources (DER) had not responded to the referral request. A condition has been proposed in the recommendation section of this report to require the applicant to provide approval evidence prior to certification.

- 11. Total development of this 166.18 acre site shall be limited to 1,353,020 square feet of warehouse space, 66,900 square feet of industrial space, and 219,000 square feet of light service industrial space; or different uses generating no more than the number of peak hour trips (778 AM peak hour trips and 779 PM peak hour trips) generated by the above development. Any development other than that identified herein above which generate more than this identified number of trips shall require an additional Preliminary Plat of Subdivision with a new traffic study in order to determine the adequacy of transportation facilities.**

**Comment:** Preliminary Plan of Subdivision 4-06131 proposed to adjust the overall trip cap for the site. The Transportation Planning Section in a memorandum dated February 13, 2007 (Masog to Zhang) indicated that with the approval of this DSP, the number of trips generated will still be within the trip cap. However, since this DSP is only a small part of a larger shopping center, the Transportation Planning Section concluded that this DSP could not be approved without approval of preliminary plan 4-06131. Preliminary Plan of Subdivision 4-06131 was approved on March 8, 2007 by the Planning Board. Condition 12 attached to the approval alters and supersedes the above trip cap condition. Condition 13 requires the new trip cap condition be placed on all DSPs for properties included in Brandywine 301 Industrial Park (as recorded in Final Plats 191-098, 195-006, 198-028, 198-051, 203-050, and 203-051). A condition has been proposed to require the applicant to obtain signature approval and add the required site plan note on the site plan prior to certification of this DSP.

- 13. No lot which is part of the subject property shall have direct access to US 301/MD 5. A note shall be placed on the final plat to this effect.**

**Comment:** The subject site has a direct access to US 301/MD 5 and is not consistent with the above condition. A review by the Transportation Planning Section (Masog to Zhang, February 13, 2007) concludes that:

The subject site is adjacent to US 301, and the site would receive access in this area via the existing roadway, Matapeake Business Drive. It is also proposed to receive access via Timothy Branch Drive. This new access point has received no approval from the State Highway Administration. Furthermore, US 301/MD 5 is a planned freeway facility, and driveway or street access would be in direct conflict with the recommendations of the Subregion V Master Plan. Freeway facilities are intended to be limited access facilities with grade separations at all proposed points of access. This requires a full resolution before this plan can be approved.

The State Highway Administration (SHA), in a letter dated March 21, 2007 (Foster to Foster), after review of the supplemental study prepared by the applicant regarding the second access point onto US 301 from the subject site located opposite Chadds Ford Drive, will permit the installation of the proposed secondary access point as a temporary access pending review and approval of engineering plans. The developer has been informed that the secondary access point

is temporary and will act as an interim access until such time as funds become available and the SHA moves forward with plans to improve the corridor or until such time as the Master Plan roadway-Matapeake Business Drive is constructed. SHA reserves the right to modify the secondary access or eliminate it in its entirety. SHA recommends that prior to recordation of the dedication of the second access, the applicant shall obtain SHA's approval. This condition has been included in the recommendation of this report.

The applicant also has proffered to dedicate the segment of the roadway that connects Timothy Branch Drive to the second access off US 301/MD 5 to public use and to construct the entire Timothy Branch Drive in addition to other proffered improvements. Staff agrees with the proffered dedication because Timothy Branch Drive will improve the overall accessibility to the proposed shopping center and circulation of the adjacent areas. However, the proffered roadway dedication should meet the requirements of the Department of Public Works and Transportation (DPW&T) and be approved by DPW&T. Two conditions regarding dedication of Timothy Branch Drive have been proposed in the recommendation section of this report.

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

**Comment:** According to a review by the Trails Planner in the Transportation Planning Section, the above trail easement does not impact the subject site. The trail along Timothy Branch was addressed in Detailed Site Plan DSP-06086, which covers the smaller part of the Brandywine Crossing Shopping Center.

**Preliminary Plan of Subdivision 4-06131:** This preliminary plan of subdivision covers four parcels that are not included in the subject DSP. However, the Planning Board approved this preliminary plan of subdivision with 14 conditions, of which two conditions have an impact on all properties covered by Brandywine 301 Industrial Park, which includes the subject site. The two conditions are as follows:

- 12. Total development of the overall Brandywine 301 Industrial Park site (the areas covered by Preliminary Plan of Subdivision 4-97124) shall be limited to uses that would generate no more than 794 AM and 1,440 PM peak-hour vehicle trips. Areas containing C-S-C zoning as of the date of the resolution approving this plan shall be limited to uses that would generate no more than 250 AM and 896 PM peak hour vehicle trips. Areas containing I-3 or I-1 zoning as of the date of the resolution approving this plan shall be limited to uses that would generate no more than 544 AM and 544 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

- 13. As a means of ensuring that the revision of the trip cap, as understood on the date of the plan approval, is properly applied to all portion of lands covered by Preliminary Plan of Subdivision 4-97124, at the time of the final plat for the subject plan, Condition 12 above shall be added as a note to all future site plans within Brandywine 301 Industrial Park (plats 191-098, 195-006, 198-028, 198-051, 203-050, and 203-051) with an indication that this condition supersedes Condition 11 of Prince George’s County Planning Board resolution number 98-84.**

**Comment:** As indicated in Condition 13, the trip cap condition as included in previous Condition 11 of Preliminary Plan of Subdivision 4-97124 has been altered and superseded by the above Condition 12. Since the subject DSP is a detailed site plan for properties included in Brandywine 301 Industrial Park, the above two conditions will be carried forward as condition of approval of this DSP.

10. ***Landscape Manual:*** The proposed development for an integrated shopping center is subject to Section 4.2 Commercial and Industrial Landscaped Strip Requirements; and Section 4.3 Parking Lot Requirements of the *Landscape Manual*.

- a. Section 4.2 Commercial and Industrial Landscaped Strip Requirements, specifies that in all commercial zones a landscaped strip shall be provided on the property adjacent to all public rights-of-way. The subject DSP has five 4.2 landscape strips meeting the requirements of the *Landscape Manual*.
- b. Section 4.3(a), Landscape Strip Requirements, requires a 10-foot-wide landscaped strip between the parking lot and public right-of-way to be planted with one shade tree and 10 shrubs per 35 linear feet of parking lot perimeter adjacent to the right-of-way, among other landscape strip treatments. The Landscape Plan has identified four portions of the site’s perimeter as the Section 4.3 (a) landscape strips and is consistent with Section 4.3 (a).

Section 4.3 (c), Interior Planting, requires a certain percentage of the parking lot to be an interior planting area with one shade tree for each 300 square feet of the planting area. The Landscape Plan identifies four parking lots which require 5, 8 and 10 percent of the parking lots to be interior planting areas. The Landscape Plan has provided the required interior planting areas and the required schedules.

11. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland Conservation and Tree Preservation Ordinance, because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland, and there is an approved Type I tree conservation plan, TCPI/26/01 for this site.

- a. A signed Natural Resources Inventory NRI1/158/06 was submitted with the pending Preliminary Plan of Subdivision for this site. The TCP I and the preliminary plan show all the required information in conformance with the signed NRI. No further action is

required with regard to the natural features of this site.

- b. Type II Tree Conservation Plan TCPII/133/91-06, submitted with this application, has been reviewed and was found to require significant revisions. A review of the Type II Tree Conservation Plan by the Environmental Planning Section indicates that the TCPII is in general conformance with the requirements of the Woodland Conservation and Tree Preservation Ordinance, subject to several conditions.

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. The Community Planning Division in a memorandum dated January 26, 2007 noted that the application is consistent with the 2002 Prince George's County Approved General Plan Development Pattern policies for the Developing Tier and is in conformance with the land use allowed in the C-S-C Zone in accordance with Zoning Map Amendment Application A-9980-C, approved by the District Council on September 18, 2006. However, this application does not conform to the recommendations of the 1993 Approved Subregion V Master Plan for employment-industrial land use.
- b. In a memorandum dated March 2, 2007 the Subdivision Section staff provided a comprehensive review of all applicable conditions attached to the previous approval for this site. The reviewer noted that:

The applications show a second access point to US 301 that was not envisioned by the previous preliminary plan approval. Obviously, this would have to be approved by SHA as part of this review.

**Comment:** In a letter dated March 21, 2007, the State Highway Administration permitted the installation of a secondary access point (located opposite Chadds Ford Drive) onto US 301 from the proposed shopping center, pending the review and approval of engineering plans. According to the SHA's memorandum, the entrance is temporary and will act as an interim access until such time as funds become available and the SHA moves forward with plans to improve the corridor or until such time as the Master Plan roadway-Matapeake Business Drive is constructed. The SHA reserves the right to modify the secondary access or eliminate it in entirety.

- c. The Transportation Planning Section, in a memorandum dated February 13, 2007, provided a complete review of the subject DSP's conformance with transportation-related conditions attached to the approval of Preliminary Plan of Subdivision 4-97124. The transportation planner concluded that:

A review of the subject plan indicates that there is a potential conflict with the Subregion V Master Plan and with Condition 6c of the underlying preliminary plan, and there may be similar conflicts regarding Condition 18 of the underlying

preliminary plan. The subject plan should not be approved until these issues are fully resolved.

**Comment:** As discussed previously, SHA approves the proposed second access point onto US 301 as a temporary access. The developer has been informed that the secondary access point is not consistent with the Subregion V Master Plan for US 301 in providing a freeway in this vicinity.

In a separate memorandum from the Transportation Planning Section dated February 27, 2007, on detailed site plan review for master plan trail compliance, the Trails Planner noted that there is no master plan trails that impact the subject property.

- d. The Environmental Planning Section, in a memorandum dated February 12, 2007, indicated that the plans as submitted have been found to address the environmental constraints for the site and the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance. The staff recommends approval of this application subject to three conditions that have been incorporated in recommendation section of this report.
- e. The subject application was also referred to the Department of Environmental Resources (DER). At the time the staff report was written, DER had not responded to the referral request.
- f. The Permit Section, in a memorandum dated January 12, 2007, provided 17 comments and questions. Most of the questions have been addressed during the review process. The outstanding issues such as setback from the street, handicapped parking and on-site circulation will be addressed by the proposed conditions below.
- g. The Department of Public Works and Transportation (DPW&T) in a memorandum dated January 16, 2007 noted that US 301 is a State-maintained roadway, and coordination with the Maryland State Highway Administration is necessary. DPW&T also indicated that further review of access from the County-maintained Matapeake Business Drive is required.
- h. The Maryland State Highway Administration (SHA), in a memorandum dated February 27, 2007, indicated that only one access point (the current access to the site provided at Matapeake Business Drive) should be allowed onto US 301. Allowing additional access points would be counter to the plan of providing a freeway through this section and would exacerbate current traffic congestion issues through this corridor.

In a second memorandum dated March 21, 2007, SHA approved the proposed second access onto US 301 from the proposed shopping center site after a review of a supplemental study prepared by the applicant. SHA reiterates that the second access onto US 301 is a temporary and interim access until such time as the needed funds to improve

this portion of US 301/MD 5 become available. The SHA reserves the right to modify the access point or eliminate it completely.

- i. The Washington Suburban Sanitary Commission (WSSC), in a memorandum dated January 8, 2007, stated that water and sewer are available for the development. The reviewer also indicated that the existing and approved WSSC facilities are located on the site. On-site plan review is required.

**Comment:** The requirements prescribed by WSSC will be enforced at the time of permit review by the respective office at the WSSC.

- j. The Division of Environmental Health, Prince George's County Health Department, in a memorandum dated January 12, 2007 offered no comments on this DSP.
- k. The Department of Parks and Recreation (DPR), in a memorandum dated December 27, 2006 provided no comments on this DSP.
- l. The subject DSP has also been referred to the Charles County Government. In a memorandum dated January 16, 2007, the Office of Planning and Growth Management, Charles County, provided no comments on this shopping center development, but with reference only to the companion case, DSP-06086.

13. **Urban Design Review:** In addition to the above findings and discussion, the Urban Design Section has the following findings:

- a. The subject DSP proposes a Safeway gas station that is located in the northwest quadrant of the intersection of Timothy Branch Drive and US 301/MD 5. The proposed gas station is permitted in the C-S-C Zone, but is subject to special exception approval. The applicant has revised the plan to exclude the gas station from this DSP.
- b. The DSP provides the required parking spaces for the physically handicapped (HC). However, the dimensions of the parking spaces should be provided on the site plan. In addition, the site plan shows many HC spaces sharing access aisles. For the regular handicapped-accessible spaces, sharing a common access aisle is allowed by the Americans with Disabilities Act (ADA). The van-accessible spaces should not share access aisles with other accessible spaces. A condition has been proposed to require the applicant to revise the layout for van-accessible spaces to provide an access aisle to be used exclusively by the physically handicapped citizen who drives a van.
- c. Pedestrian connectivity has been a focal point in the design of this shopping center. However, the pedestrian paths provided in the DSP do not provide a strong enough network, and pedestrian crossings over vehicular drives are not delineated. In addition, the proposed pedestrian path lacks east /west connectivity that needs to be strengthened. A condition has been proposed in the recommendation section to require the applicant to

provide two pedestrian connections between the anchor district and the retail street. Specifically, connection from the Safeway to the retail streets in the form of an allée (a pedestrian boulevard with shade trees on both sides) and a connection from the Target store to the retail street are highly recommended. The applicant has provided the connection to Safeway, but not in the required layout. No connection has been shown to the Target store. A condition has been proposed in the recommendation section of this report.

14. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type II Tree Conservation Plan (TCPII/133/91-06) and further APPROVED Detailed Site Plan DSP-06077 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
  - a. Obtain signature approval for Preliminary Plan of Subdivision 4-06131 and the revision to Type I Tree Conservation Plan TCPI/26/01. Any conditions that may affect the subject DSP shall be reflected on the plans.
  - b. Provide evidence from the Department of Public Works and Transportation (DPW &T) that DPW&T has agreed to the dedication of the Timothy Branch Drive extension, which connects to US 301/MD 5, to public use. If DPW&T disapproves the dedication, the applicant shall remove the access from site plan.
  - c. Add a site plan note as follows:

Total development of the overall Brandywine 301 Industrial Park site (the areas covered by Preliminary Plan of Subdivision 4-97124) shall be limited to uses that would generate no more than 794 AM and 1,440 PM peak-hour vehicle trips. Areas containing C-S-C zoning as of the date of the resolution approving this plan shall be limited to uses that would generate no more than 250 AM and 896 PM peak hour vehicle trips. Areas containing I-3 or I-1 zoning as of the date of the resolution approving this plan shall be limited to uses that would generate no more than 544 AM and 544 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities. This trip cap condition supersedes Condition 11 of Prince George's County Planning Board resolution PGCPB No. 98-84.

- d. Revise signage design guidelines by providing the required sign face area and the

provisions for each type of sign.

- e. Provide evidence that the subject DSP is consistent with the approved stormwater management concept plan for this site;
  - f. Label Building E site as a pad site.
  - g. Revise the Type II tree conservation plan to show a permanent tree protection device to be placed around the woodland preservation area and any adjacent expanded buffer area located next to US 301. A corresponding graphic shall be added to the legend. A detail for the permanent tree protection shall be provided.
  - h. Provide an allée layout (a pedestrian boulevard with shade trees on both sides) for the pedestrian connection starting at the main entrance to the Safeway building and ending at the opening between Buildings A and B of the retail street, and one additional connection, such as from the main entrance to the Target building to the town square, to be reviewed by the Urban Design Section.
2. Prior to issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
  3. Prior to issuance of any building permits, the applicant shall
    - a. Complete the necessary subdivision process to obtain public right-of-way status for the proposed Timothy Branch Drive extension unto US 301/MD 5 to the standards of the Department of Public Works and Transportation (DPW&T), if DPW&T approves the proffered dedication.
    - b. Obtain approval from SHA for dedicating necessary rights-of-way for US 301/MD 5 along the property frontage.
    - c. Provide evidence that additional turn lanes to and from the subject site and a fourth through lane along northbound US 301 from 1,000 feet south of Matapeake Business Drive to 1,800 feet north of Chadds Ford Drive (4,200 feet in total) have been permitted and bonded (or letter of credit given to the appropriate agency for construction) with a timetable for construction agreed upon between the applicant and SHA.
    - d. Provide a certification by a professional engineer with competency in acoustical analysis on the building plans for building permit stating that building shells of structures on parcels fronting on US 301 have been designed to reduce interior noise levels to 55dBA (Ldn) or less.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Eley, Vaughns and Parker voting in favor of the motion at its regular meeting held on Thursday, April 19, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 3rd day of May 2007.

R. Bruce Crawford  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

RBC:FJG:HZ:bjjs