



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Detailed Site Plan

## DSP-07076

Application	General Data
<b>Project Name:</b> Brandywine Crossing, Phase II  <b>Location:</b> In the northeast corner of the intersection of US 301 and Timothy Branch Drive  <b>Applicant/Address:</b> Faison-Brandywine, LLC 7920 Norfolk Avenue, Suite 800 Bethesda, MD 20814	Date Accepted: 5/20/2008
	Planning Board Action Limit: Waived
	Plan Acreage: 30.35
	Zone: C-S-C
	Dwelling Units: NA
	Gross Floor Area: 271,215
	Planning Area: 85A
	Tier: Developing
	Council District: 9
	Municipality: NA
200-Scale Base Map: 220SE07	

Purpose of Application	Notice Dates
A 271,215-square-foot integrated shopping center	Adjoining Property Owners Previous Parties of Record Registered Associations: 2/20/2008 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 6/24/2008

Staff Recommendation		Staff Reviewer: H. Zhang, AICP	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-07076, Brandywine Crossing, Phase II  
Type II Tree Conservation Plan TCPII/133/91-07

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

EVALUATION

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

- a. The requirements of Zoning Ordinance No. 12-2007 (A-9990-C);
- b. The requirements of the Zoning Ordinance in the C-S-C Zone and the site design guidelines;
- c. The conditions of Preliminary Plan of Subdivision 4-07112;
- d. The conditions of Preliminary Plan of Subdivision 4-97124;
- e. The requirements of the Landscape Manual;
- f. The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance;
- g. Referral comments.

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) application is for approval of a 271,215-square-foot integrated shopping center in the C-S-C (Commercial Shopping Center) Zone.

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	30.35	30.35
Parcels/Lots	5 Parcels, 10 lots	5 Parcels
Building square footage/GFA	-	271,215
Of which Theater Building M	-	71,457
Building J	-	23,909
Building K	-	16,563
Building L	-	9,888
Building N	-	13,289
Building O	-	16,900
Building P	-	19,209
Anchor 5	-	20,000
Anchor 6	-	40,000
Anchor 7	-	40,000

OTHER DEVELOPMENT DATA

	<b>REQUIRED</b>	<b>PROPOSED</b>
Total Parking Spaces	1,612	1,613
Of which Standard handicapped spaces	27	38
Van accessible spaces	-	10
Loading spaces	6	11

3. **Location:** The subject site is located in the northeast quadrant of the intersection of Timothy Branch Drive and Crain Highway (US 301), on the west side of Matapeake Business Drive, in Planning Area 85A and Council District 9.
4. **Surrounding Uses:** The property is part of what is known as the Brandywine 301 Industrial Park. The site is bounded on the east side by the right-of-way of Matapeake Business Drive and on the west by the right-of-way of US 301/MD 5. To the south and east of the site is the Brandywine 301 Industrial Park. Further to the east across Matapeake Business Drive is undeveloped I-1 zoned property. To the south is the C-S-C zoned property (A-9980-C), a previously approved integrated shopping center known as Brandywine Crossing, Phase I, developed by the same applicant. To the west across US 301 is the Chaddsford development zoned E-I-A, L-A-C and R-M. To the north are I-3 and I-1 zoned properties.

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. The 1993 *Approved Master Plan and Sectional Map Amendment for Subregion V, Planning Areas 81A, 81B, 83, 84, 85A and 85B* retained this property in the I-1 (Light Industrial) and I-3 (Planned Industrial/Employment Park) Zones. On November 5, 2007, the District Council approved Zoning Map Amendment A-9990-C to rezone the subject property from the I-1 and I-3 Zones to the C-S-C Zone. The subject site was a part of a larger subdivision known as Brandywine 301 Industrial Park (approximately 176.44 acres), which was approved (PGCPB Resolution No. 98-84) as Preliminary Plan of Subdivision 4-97124 in 1998. A new preliminary plan of subdivision covering the subject DSP site was approved by the Planning Board on July 24, 2008 with 23 conditions. However, the resolution of approval for 4-07112 (PGCPB Resolution No. 08-106) will not be adopted until the Planning Board meeting on September 4, 2008. The subject site also has a Stormwater Management (SWM) Concept Approval, No. 43666-2007-00, which will be valid through January 2011.
  
6. **Design Features:** The subject site is envisioned to continue the development pattern as approved in the Brandywine Crossing shopping center to the south. The site is roughly rectangular in shape with the east, west and south sides fronting public rights-of-way. The site has one right-in temporary access from US 301/MD 5 that was approved by the most recent Preliminary Plan of Subdivision, 4-07112, for this site. The site also has two access points off Matapeake Business Drive and three additional access points from Timothy Branch Drive. The layout of the site is composed of two major sections: the anchor district and a retail street ending in a town square with a reflecting pool in front of a proposed theater. Between the two sections are surface parking lots. The anchor district is located along the eastern portion of the site fronting Matapeake Business Drive. There are two buildings in this section. Building one, including two anchor stores of approximately 60,000 square feet, is located at the intersection of Matapeake Business Drive and Timothy Branch Drive. Building two, including one anchor store of approximately 40,000 square feet is located in the most northeastern section of the site fronting Matapeake Business Drive.

The two anchor buildings have boxy floor plans and are one-story in height. The elevations feature a three-part composition. The design of the elevations has incorporated strategies similar to those in the previously approved Brandywine Shopping Center to the south of the subject site. Those strategies include a combination of different finishing materials in varied patterns, a visual emphasis on the entrance, the addition of different canopies to the front of the buildings, and use of a variety of colors. Specifically, the buildings are finished with stone veneers, precast masonry blocks, exterior insulation finishing system (EIFS) and metals.

The retail street district is located close to US 301. There are seven buildings that comprise the retail street. The design of the retail street emulates the pattern of traditional main streets with small retail buildings on both sides. It ends at a town square which is located in front of the proposed theater and is surrounded by retail buildings with canopies, porches and shopping arcades extending from the storefront over the sidewalk.

At the time of approval of Brandywine Crossing, Phase I, the applicant submitted complete design guidelines that will be applied to the entire Brandywine Crossing shopping center. 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 the Art Deco style, which has been followed in regard to

scale, massing, and materials. Exterior finishing materials include brick, precast masonry, stone, cementitious panels, colored split face concrete block, EIFS, wood, and composite products. The applicant also submitted complete signage design guidelines for the entire shopping center at the time of the previous approval. The signage package includes freestanding, building-mounted, monumental entry, directional and banner signs. Since the subject site will be an integrated part of the Brandywine Crossing shopping center, the same design guidelines should be part of this DSP.

The buildings on both sides of the retail street are one-story in height. Only a very small portion of the buildings is articulated with vertical elements such as faux second story, elevated porch and pavilion to provide a varied roof line. The streetscape features a horizontal composition with landmark elements located strategically to interrupt the primacy of the horizontal elements. The entire streetscape of the retail street has been recomposed to provide visual climaxes at selected locations to enrich the pedestrian experience. Storefronts are to be of clear glass with aluminum and composite wood framing. Projecting metal canopies will be an integral part of many retail store façades. For those storefronts without structural canopies, a tenant-selected canvas awning can be used in the future.

A signage package consisting of building-mounted signs and on-site free-standing signs has been proposed with this DSP. For building-mounted signs, since most of the tenants have not been identified, the DSP only provides the total maximum allowable sign face areas in accordance with Section 27-613, which governs signs attached to a building or canopy. As long as the total sign face areas do not exceed the maximum allowed and the sign is designed in accordance with the approved signage design guidelines, the specific sign can be approved with each building permit. Among free-standing signs, there are two announcement wall segments, six large corner markers, two small corner markers, one pylon sign and two double-sided kiosks. According to the information provided by the applicant, the total sign face area is consistent with the requirements of Section 27-614, Freestanding Signs. The information concerning freestanding signs has been submitted separately from the DSP. A condition has been proposed to require the applicant to provide the freestanding sign information along with the building-mounted signs on the site plan prior to certification.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance No. 12-2007 (A-9990-C):** Zoning Ordinance No.12-2007 was adopted by the District Council on November 5, 2007 to approve Application No. A-9990 that rezoned the subject site from the I-1 and I-3 Zones to the C-S-C Zone with three conditions. Condition 1 validates all prior conditions of approval for this site. Conditions 2 and 3 are applicable to the review of this DSP as follows:

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, conformance with the purposes of the C-S-C Zone, and compliance with all prior conditions of approval.**

**Comment:** The subject DSP has been filed in order to fulfill this condition of approval. The new architecture proposed in the shopping center will be a dramatic aesthetic improvement over the surrounding industrially-zoned properties which are now primarily used as automobile parts storage yards.

**3. The portion of the site within Long's Subdivision shall be subject to the transportation conditions imposed by the Planning Board in its approval of Preliminary Plan 4-97124.**

**Comment:** The portion of the subject site fronting US 301 is a part of the Long's Subdivision, which was the subject of Preliminary Plan of Subdivision 4-97124. The Planning Board approved that preliminary plan of subdivision with 22 conditions, of which nine conditions are transportation related. See Finding 10 for a detailed discussion on the conditions of approval attached to 4-97124. The two transportation-related conditions that are applicable to this DSP are discussed as follows:

**6. The following notes shall be placed on the final plat:**

**c. Direct vehicular access to US 301 shall be prohibited from all lots**

**13. No lot which is a 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.**

On July 24, 2008, the Planning Board approved a new Preliminary Plan of Subdivision, 4-07112, for the subject site which includes a temporary right-in access from US 301 to the retail street of the proposed shopping center. The DSP layout is consistent with the approved preliminary plan of subdivision.

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

**9. Preliminary Plan of Subdivision 4-07112:** On July 24, 2008, the Planning Board approved this preliminary plan of subdivision which includes a variation from Sections 24-130 and Section 24-121(a)(3) for Parcels 1-5 that allows a temporary direct right-in access to the subject site from US 301. Of the 23 conditions attached to the approval of Preliminary Plan of Subdivision 4-07112, the conditions applicable to the review of this DSP warrant discussion as follows:

**2. A Type II Tree conservation plan shall be approved with the detailed site plan.**

**Comment:** A Type II Tree Conservation Plan, TCPII/133/91-07, has been submitted with this DSP. According to a review (Finch to Zhang, July 11, 2008) by the Environmental Planning Section, TCPII/133/91-07 is consistent with the approved natural resources inventory (NRI) and Type I tree conservation plan. The Environmental Planning Section recommends approval of TCPII/133/91-07 with the subject DSP.

3. **Development of this site shall be in conformance with the Stormwater Management Concept Plan, No. 433666-2007-00 and any subsequent revisions.**

**Comment:** A revised stormwater management concept approval that is based on previously approved Stormwater Management Concept Plan No. 433666-2007-07 has been submitted with this DSP. This DSP complies with this condition.

4. **Provide a standard sidewalk along the subject site's entire frontage of Matapeake Business Drive and Timothy Branch Drive, unless modified by DPW&T.**

**Comment:** The DSP complies with this condition.

5. **An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

**Comment:** This condition will be carried forward as a condition of approval for this DSP.

8. **Prior to the approval of the detailed site plan, if it is determined that potentially significant archeological resources exist in the project area, (based on the Phase I report) the applicant shall:**

- a. **Provide a plan for:**

- i) **Evaluating the resource at the Phase II level, or**
- ii) **Avoiding and preserving the resource in place.**

- b. **If a Phase II and/or Phase III archeological evaluation or mitigation is necessary the applicant shall provide a final report detailing the Phase II and/or Phase III investigations prior to the approval of the detailed site plan and ensure that all artifacts are curated in a proper manner, prior to any ground disturbance or the approval of any grading permits.**

- c. **Depending upon the significance of findings (at Phase I, II, or III level), the applicant shall provide interpretive signage. The location and wording shall be subject to approval by the staff archeologist prior to the approval of the detailed site plan.**

- d. **Section 106 review may also require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies or permits are required for a project.**

**Comment:** A Phase I archeological survey was completed on the subject site in May 2008. No archeological sites were identified. According to the review by the Historic Preservation Section (Stabler to Zhang, August 8, 2008), due to the lack of archeological sites on the property, no further work is necessary. The archeology planner coordinator concludes that all archeological conditions have been satisfied.

13. **One direct temporary right-in only vehicular access point to US 301/MD 5 shall be permitted subject to SHA approval and under the following condition:**

**The access will be closed when one of the following occurs: the final construction of the spine road system to the north is complete, the US 301 upgrade is implemented or if accidents at the access are above the state average. In any case, the developer must close the access within six (6) months of notice from SHA.**

**Comment:** The subject DSP shows a temporary right-in vehicular access point to the subject site off US 301/MD 5. The second part of this condition will be carried forward as a condition requiring a site plan note to be put on the site plan.

18. **Total development of the overall Brandywine 301 Industrial Park site (the areas covered by Preliminary Plan of Subdivision 4-97124) plus the areas encompassing Longs Subdivision, Lots 8 through 23 (as existing in 1997) shall be limited to uses that would generate no more than 794 AM and 1,836 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 309 AM and 1,390 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 485 AM and 446 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

**Comment:** According to the review by the Transportation Planning Section (Masog to Zhang, August 15, 2008), the proposed uses match the above trip cap.

20. **The detailed site plan shall provide a vehicular access easement between Matapeake Business Drive and the area encompassing Lots 1 through 8 of Longs Subdivision. The exact location and width of this easement shall be determined during detailed site plan review and shown on the appropriate Record Plat.**

**Comment:** Staff had a discussion with the applicant regarding the possible location of this access easement. The direct connection from the subject site to the area encompassing Lots 1–8 should be provided on Lot 6 where there is a driveway connecting Matapeake Business Drive to the subject site. A condition has been proposed in the recommendation section to require the applicant to provide the required access easement prior to certification.

23. **Prior to approval of the detailed site plan for development adjacent to US 301, which is classified as a freeway, the applicant shall evaluate noise impacts to the site and identify methods of noise mitigation necessary to mitigate interior noise levels in office space to no more than 55 dBA (Ldn). If noise mitigation is required, prior to the approval of building permits for noise impacted structures, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 55dBA (Ldn) or less.**

**Comment:** There is no office space proposed in this DSP.



10. **Preliminary Plan of Subdivision 4-97124:** A portion of the subject site that is fronting US 301 belongs to a previously approved subdivision known as Long's Subdivision. The Planning Board approved Preliminary Plan of Subdivision 4-97124 for Long's Subdivision with 22 conditions. Most of the conditions are not applicable to this DSP because the previous approval was for an industrial park. No commercial shopping center of any kind was envisioned. However, the Council's order that approved the rezoning for the subject site affirms all relevant conditions attached to Preliminary Plan of Subdivision 4-97124 as discussed in Finding 8 above. Specifically those conditions are as follows:

**3. 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:** The Environmental Planning Section in a memorandum dated July 11, 2008 (Finch to Zhang), indicated that the revised DSP and Type II tree conservation plan submitted are in conformance with the most recent revisions to the NRI and Type I tree conservation plan.

**6. The following notes shall be placed on the final plat:**

- a. An automatic fire suppression system shall be provided in all proposed buildings.**
- b. Any abandoned well must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Water Quality and Septic Systems Program of the Prince George's County Health Department.**
- c. Direct vehicular access to US 301 shall be prohibited from all lots.**

**Comment:** The final plat for Long's Subdivision has shown these notes. However, no information regarding the fire suppression system has been provided. A condition has been proposed in the recommendation section to require the installation of fire suppression for all proposed buildings. The subject DSP shows a direct access from US 301 to one of the lots in the Long's Subdivision. As discussed previously, a new preliminary plan of subdivision has been approved for the subject site that allows this temporary right-in vehicular access. The DSP is consistent with the layout as shown on approved Preliminary Plan of Subdivision 4-07112.

**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:** As discussed above, the note has been put on the final plat for the Long's Subdivision. However, the most recently approved preliminary plan for the subject site allows a temporary right-in vehicular access from US 301/MD 5. The DSP is consistent with approved Preliminary Plan of Subdivision 4-07112.

**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:** 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 previously approved Brandywine Crossing Shopping Center.

11. **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 four Section 4.2 landscape strips. The landscape plan has provided the corresponding landscape strips and landscape schedules.
- 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 ten 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 five portions of the site's perimeter as Section 4.3(a) landscape strips. The landscape plan has provided the corresponding required landscape strips and the landscape schedules.

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 nine parking lots which require five, eight and ten percentage of the parking lot area to be interior planting areas. The landscape plan has provided the required interior planting areas and the required schedules for all of them except the one in front of Building M. The *Landscape Manual* requires eight percent of the parking lot area to be interior planting area and the landscape plan provides only 5.8 percent, which is below the minimum requirement. A condition has been proposed to require the applicant to provide the minimum required eight percent of interior planting area prior to certification.

12. **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 TCPI 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. A review by the Environmental Planning Section indicates that both the DSP and Type II tree conservation plan are consistent with the most recently updated NRI and Type I tree conservation plan.
- b. Type II Tree Conservation Plan TCPII/133/91-07, submitted with this application, has been reviewed and was found to be consistent with the approved NRI and Type I tree conservation plan.

13. **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 June 25, 2007, stated that the application is consistent with the 2002 Prince George's County Approved General Plan Development Pattern policies for commercial land use in 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-9990-C, approved by the District Council in 2007. However, this application does not conform to the recommendations of the 1993 Approved Subregion V Master Plan for employment-industrial land use and is inconsistent with planning objectives for a possible future center in that it lacks connections to the surrounding neighborhoods and any components of transit-oriented design. The Community Planning Division also noted that, due to close proximity of the proposed development to the U.S. military's Globecom Communications Center, this application should be referred to the Planning Officer at Andrews Air Force Base for their information and review.

**Comment:** A referral request was sent to Andrews Air Force Base on June 27, 2008. The referral comment was due July 18, 2008. At the time the staff report was written, Andrews Air Force Base had not responded to the referral request.

- b. The Subdivision Section, in a memorandum dated June 11, 2008, provided a comprehensive review of all applicable conditions attached to the previous approval for this site. Specifically, the Subdivision Section provided a discussion on Preliminary Plan of Subdivision 4-07112 and suggested that the DSP can only be approved after the approval of Preliminary Plan of Subdivision 4-07112 for the subject site.

**Comment:** The Planning Board approved 4-07112 on July 24, 2008. The resolution approving 4-07112 will not be adopted until September 4, 2008. However, according to the pre-signature review by the Subdivision Section, the DSP reflects the layout as approved in 4-07112. A condition has been proposed to require the applicant to obtain signature approval of 4-07112 prior to certification of this DSP.

- c. The Transportation Planning Section, in a memorandum dated August 15, 2008, indicated that the proposed uses match the trip cap which was approved with the most recent Preliminary Plan of Subdivision, 4-07112, for the subject property. The access and on-site circulation within the site are acceptable. The Transportation Planning Section concludes that the subject property complies with the necessary findings for a detailed site plan as those findings may relate to transportation, and is compliant with the previously approved subdivision.
- d. The Environmental Planning Section, in a memorandum dated June 17, 2008, stated that the DSP and TCPII/133/91-07 were not in conformance with the most recent revision to the NRI and Type I tree conservation plan which were under review with Preliminary Plan of Subdivision 4-07112.

In a second memorandum dated June 24, 2008, after reviewing the revised Type II tree conservation plan, the Environmental Planning Section concluded that the revised TCPII is in conformance with the revised Type I tree conservation plan.

- e. The Department of Public Works and Transportation (DPW&T), in a memorandum dated June 11, 2008, provided a standard response on issues such as right-of-way dedication, frontage improvement, sidewalks, street trees and lighting, storm drainage systems and facilities in order to be in accordance with the requirements of DPW&T. Those issues

will be enforced at the time of issuance of the access permit. DPW&T also indicated that the subject DSP is consistent with the approved SWM concept plan.

- f. The Permit Section, in a memorandum dated June 12, 2008, identified seven revisions that should be made to the detailed site plan. Those comments have been incorporated into the report as conditions of approval for this DSP.
- g. The Department of Parks and Recreation (DPR), in a memorandum dated June 4, 2008, provided no comments on this DSP.
- h. At the time the staff report was written, the Maryland State Highway Administration (SHA) had not responded to the referral request.
- j. Verizon Inc., in a memorandum dated June 20, 2008, indicated that the storm drain, manhole and pipe should be relocated out of the public utility easement (PUE) on Timothy Branch Drive.

**Comment:** This comment has been incorporated as a condition of approval for this DSP to require the applicant to relocate the above identified items out of the PUE prior to certification.

- 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.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-07076 for Brandywine Crossing, Phase II and Type II Tree Conservation Plan TCPII/133/91-07, subject to the following conditions:

- 1. Prior to certificate approval of this detailed site plan, the applicant shall:
  - a. Obtain signature approval of Preliminary Plan of Subdivision 4-07112.
  - b. Remove the Safeway gas station including the signage and elevations from the subject DSP.
  - c. Provide a site plan note to include the following information:

“The access will be closed when one of the following occurs: the final construction of the spine road system to the north is complete, the US 301 upgrade is implemented or if accidents at the access are above the state average. In any case, the developer must close the access within six (6) months of notice from SHA.”
  - d. Provide the minimum required eight percent of the parking lot in front of Building M as interior planting area and revise the Section 4.3(c) schedule accordingly.

- e. Provide a vehicular access easement between Matapeake Business Drive and the area encompassing Lots 1–8 of the Long’s Subdivision.
  - f. Provide the dimensions for all proposed buildings.
  - g. Revise the proposed signage table to be in conformance with Section 27-613(c)(3)(C)(i) and (ii) of the Zoning Ordinance.
  - h. Relocate the storm drain, manhole and pipe out of the PUE on Timothy Branch Drive.
  - i. Provide freestanding sign information in accordance with Section 27-614, Freestanding Signs, on the site plan.
2. All structures shall be fully equipped with a fire suppression system built in accordance with National Fire Protection Association (NFPA), Standard 13D, and all applicable County laws and regulations.