



*Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>.*

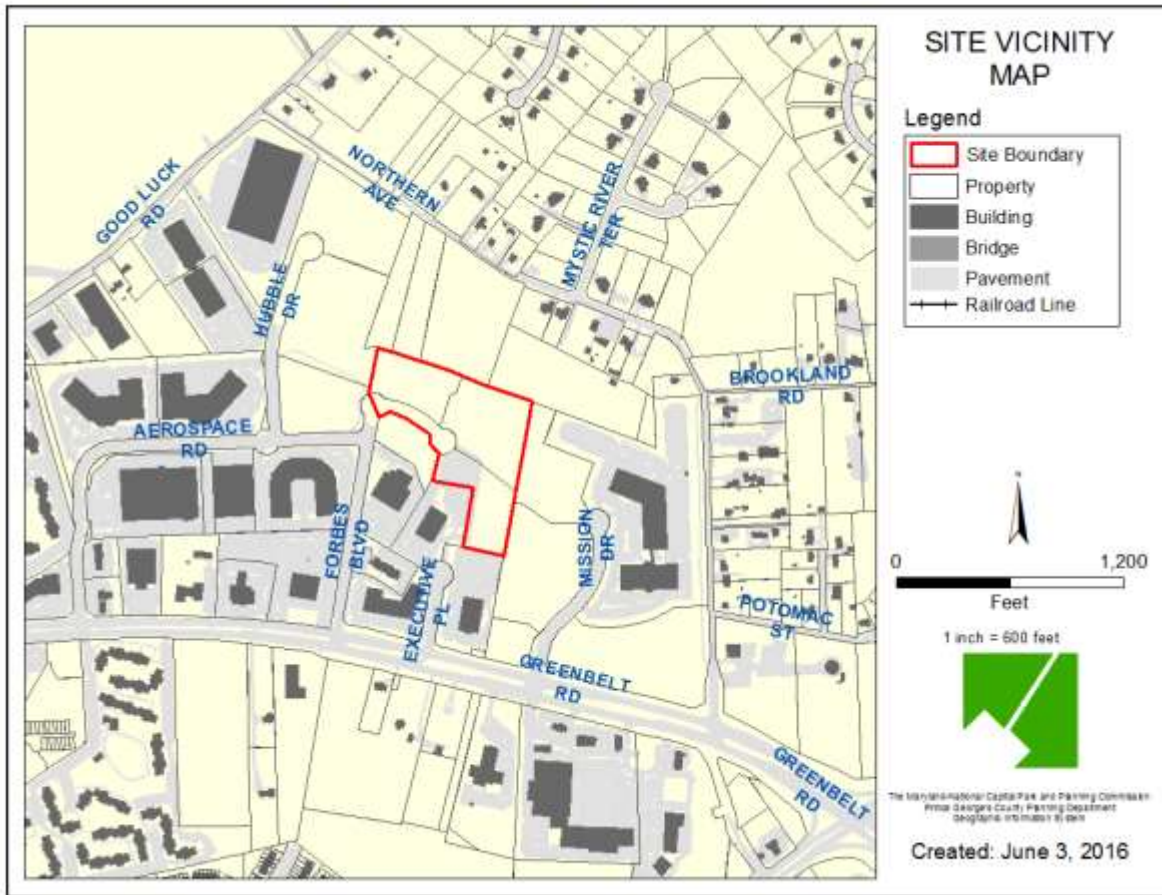
# Zoning Map Amendment

## A-10038

Application	General Data	
<b>Project Name:</b> Glenn Dale Commons Addition  <b>Location:</b> North of Forbes Boulevard, approximately 250 feet north of its intersection with Aerospace Road.  <b>Applicant/Address:</b> Jemals Forbes Court LLC 702 H Street, NW??, Suite 400 Washington, DC 20001  <b>Property Owner:</b> Jemals Forbes Court LLC 702 H Street, NW, Suite 400 Washington, DC 20001	Planning Board Hearing Date:	09/14/17
	Staff Report Date:	08/30/17
	Date Accepted:	01/23/17
	Planning Board Action Limit:	N/A
	Plan Acreage:	10.93
	Zone:	I-1
	Gross Floor Area:	N/A
	Lots:	4, 5 and 9
	Planning Area:	70
	Council District:	04
	Election District	14
	Municipality:	N/A
	200-Scale Base Map:	210NE09

Purpose of Application	Notice Dates	
Rezoning from Light Industrial (I-1) Zone to the Mixed-Use Transit (M-X-T) Zone.	Informational Mailing	06/20/16
	Acceptance Mailing:	12/01/16
	Sign Posting Deadline:	N/A

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Ivy R. Thompson <b>Phone Number:</b> 301-952-4326 <b>E-mail:</b> Ivy.Thompson@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
X			



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

**TECHNICAL STAFF REPORT**

TO: The Prince George's County Planning Board  
The Prince George's County District Council

VIA: Christina Pompa, Acting Supervisor, Subdivision and Zoning Section  
Development Review Division

FROM: Ivy R. Thompson, Senior Planner, Subdivision and Zoning Section  
Development Review Division

SUBJECT: **Zoning Map Amendment application No. A-10038**

REQUEST: **Rezoning from the I-1 Zone to the M-X-T Zone**

RECOMMENDATION: **APPROVAL, with conditions**

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NOTE:

The Planning Board has scheduled this application for review on the agenda date of September 14, 2017. If the Planning Board decides to hear the application, it will be placed on a future agenda.

Any person may request the Planning Board to schedule a public hearing. The request may be made in writing prior to the agenda date or in person on the agenda date. All requests must specify the reasons for the public hearing. All parties will be notified of the Planning Board's decision.

You are encouraged to become a person of record in this application. The request must be made in writing and sent to the Office of the Zoning Hearing Examiner at the address indicated above. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530.

## FINDINGS

- A. **Location and Field Inspection:** This 10.93-acre site is located on the north side of Forbes Boulevard, approximately 250 feet north of its intersection with Aerospace Road and 1,250 feet north of Greenbelt Road (MD 193). It includes three lots and 356.66 linear feet of Forbes Court, which will be vacated. The property is zoned Light Industrial (I-1). Access to the proposed development is via two access points from the adjoining development, which connects to Mission Drive.
- B. **History:** The property is known as Lots 4, 5 and 9, is located on Tax Map 36 in Grid A-1, and consists of approximately 10.93 acres. This property was a part of Preliminary Plan of Subdivision (PPS) 4-87150 approved by the Planning Board on September 10, 1987, (PGCPB Resolution No. 87-409). A final plat of subdivision was recorded on January 16, 1990 in Plat Book NLP-151-29 (Maryland Corporate Center).
- C. **Request:** The applicant seeks a rezoning of the site from the I-1 Zone to the M-X-T Zone. The applicant proposes the development of 86 multifamily residential units as part of the abutting mixed-use development of Glenn Dale Commons. Abutting the property on the west, north and east, the Glenn Dale Commons development was rezoned through the 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* (East Glenn Dale Sector Plan and SMA) Glenn Dale Commons was recently reviewed and approved as Conceptual Site Plan CSP-06001-01 and Detailed Site Plan DSP-15001, as parts of the mixed-use development of residential and commercial within the Glenn Dale Commons development. The property to the east is approved as Detailed Site Plan DSP-16012 for a commercial use for a proposed LIDL grocery store.
- D. **Neighborhood:**
- |               |                              |
|---------------|------------------------------|
| <b>North—</b> | Springfield Road.            |
| <b>East—</b>  | Lanham Severn Road (MD 564). |
| <b>South—</b> | Greenbelt Road (MD 193).     |
| <b>West—</b>  | Good Luck Road.              |
- Surrounding Uses:**
- |                        |   |
|------------------------|---|
| <b>North and East—</b> | Vacant land zoned Mixed-Use Transportation (M-X-T).                 |
| <b>South—</b>          | An existing office building zoned Light Industrial (I-1).           |
| <b>West—</b>           | An existing stormwater management pond and vacant land zoned M-X-T. |
- E. **Master Plan Recommendation:** The 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* (East Glenn Dale Sector Plan and SMA) recommends mixed-use development at the subject location, i.e. residential, office, and live/work uses. The abutting properties were rezoned to the M-X-T Zone in the 2006 East Glenn Dale Sector Plan and SMA, to implement this recommendation. The 2006 *East Glenn Dale Area Approved Sectional Map Amendment* (CR-23-2006) retained the subject property in the Light Industrial (I-1) Zone while rezoning land surrounding the subject property on three sides from the I-1 Zone to the M-X-T Zone (Mixed-Use Transportation-Oriented). The sector plan recommends mixed-use development at the subject location.

**General Plan:** The subject property is located within the Established Communities growth policy area designated in *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). The vision for the Established Communities states that they are "most appropriate for context-sensitive infill and low- to medium-density development. Plan Prince George's 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these areas (such as sidewalks), to ensure that the needs of existing residents are met." (Plan 2035, page 20).

F. **Zoning Requirements:**

(a) **Section 27-213(a) Criteria for approval of the M-X-T Zone.**

(1) **The District Council shall only place land in the M-X-T Zone if at least one (1) of the following two (2) criteria is met:**

(A) **Criterion 1. The entire tract is located within the vicinity of either:**

- (i) **A major intersection or major interchange (being an intersection or interchange in which at least two (2) of the streets forming the intersection or interchange are classified in the Master Plan as an arterial or higher classified street reasonably expected to be in place within the foreseeable future); or**
- (ii) **A major transit stop or station (reasonably expected to be in place within the foreseeable future).**

**Comment:** The subject property is located on the north and east side of Forbes Court, approximately 1,000 north/northeast of the intersection of Greenbelt Road (MD 193) and Forbes Boulevard, which is approximately three quarters of a mile (0.75 miles) from the intersection of Lanham-Severn Road (MD 564) and Greenbelt Road (MD 193). Lanham Severn Road (MD 564) and Greenbelt Road (MD 193) are classified as arterial roads. There is public transportation via (WMATA) Washington Metropolitan Area Transit Authority to the area. Transportation Planning staff has determined that the site is not within or adjacent to any master plan transportation facilities. The site is not within the vicinity of a major intersection or interchange (that being the intersection or interchange of two roadways of arterial or higher classification), nor is it within the vicinity of a major transit stop or station. Therefore, the location does not meet the criteria in Section 27-213(a)(1)(A) of the Zoning Ordinance.

(B) **Criterion 2. The applicable Master Plan recommends mixed land uses similar to those permitted in the M-X-T Zone.**

**Comment:** The 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* recommends mixed-use development at the subject location. The plan contains a series of strategies specifically for the redevelopment of the Glenn Dale Commons site as a pedestrian-friendly "residential-oriented, mixed-use development." The proposed 86 multifamily units, as an addition of the abutting Glenn Dale Commons development, satisfies this criterion. The 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* (Sector Plan) rezoned 3.23 acres of abutting property to the M-X-T Zone, while the subject property was retained in the I-1 Zone. The East Glenn Dale Sector Plan acknowledged development alternatives, including the subject property.

Page 14, Map 5 entitled “Approved Land Use,” shows a hatch over the subject property, which is keyed in the legend as “Mixed-Use Area.” The Vision in the Sector Plan lists “Glenn Dale Commons and Vicinity” (see page 20) as one of its “Focus Areas” (see page 16), establishing “unique vision and goals, policies, and strategies” to achieve the Sector Plan vision. The geographic area of “Glenn Dale Commons and Vicinity” is defined on the south by MD 193, on the west by Aerospace Road, on the north and east by Northern Avenue (page 20), or a combination thereof, and is to be “a mixed-use, pedestrian-friendly community with vertical and horizontal mixed-use development.” One of the specific goals as listed on page 21 of the Sector Plan is to “create a pedestrian-friendly, mixed-use environment.” The Applicant is proposing to add open space and 86 multifamily residential units, to become part of the adjoining Glenn Dale Commons development, which is a mixed-use development that is currently in various stages of the approval and entitlement process. This request to rezone the subject property to add to the residential component of the abutting M-X-T development further supports the abutting Glenn Dale Commons community and fulfills the Sector Plan’s vision for the Glenn Dale Commons and Vicinity Focus Area, which recommends mixed-land uses.

- (2) Prior to approval, the Council shall find that the proposed location will not substantially impair the integrity of an approved General Plan, Area Master Plan, or Functional Master Plan and is in keeping with the purposes of the M-X-T Zone. In approving the M-X-T Zone, the District Council may include guidelines to the Planning Board for its review of the Conceptual Site Plan.**

Approved in 2014, *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035) designated this property in an Employment Area and the Innovation Corridor. Plan Prince George’s 2035 defines the Innovation Corridor as having “the highest concentrations of economic activity... and has the greatest potential to catalyze future job growth, research, and innovation in the near-to-mid-term.” Given the approved residential developments to the north and west, and the commercial development to the south and the existing commercial property to the east of the subject property, the applicant contends that the location of the residential component provides a residential structure and housing pattern that strengthens the sense of the community identity and provides for a broad range of housing opportunities. The proposed addition of the 86 multifamily units would foster residential stability and community character, all within an abutting development that also includes commercial/retail businesses and/or employment/office uses. The proposed development will provide an effective transition between the residential uses to the west and north, and the nonresidential uses to the east using compatible urban design and the development of effective landscaping techniques and standards.

- (3) Adequate transportation facilities.**

- (A) Prior to approval, the Council shall find that transportation facilities that are existing, are under construction, or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, will be funded by a specific public facilities financing and implementation program established for the area, or provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.**

The Transportation Planning staff has completed a full evaluation of the transportation facilities serving the proposed and adjacent development. The application is supported by a traffic study dated February 2017, provided by the applicant and referred to the Maryland State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T) and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

The land area, which is the subject of this rezoning, was part of the previously approved Preliminary Plan of Subdivision (PPS) 4-87150 for Maryland Corporate Center. While the resolution for PPS 4-87150 (PGPCB Resolution No. 87-409) did not specify an approved trip cap, the approval was based on 9.36 acres of land with an assumed floor-to-area ratio (FAR) of 0.40. This would have yielded a total of 163,089 square feet of general office space as an approved and vested use. This rationale was presented by the applicant, and the Transportation Planning Section agrees with these numbers. The essential premise of the traffic study is that the proposal can be accommodated with the implicit underlying trip cap.

The applicant has used 86 multifamily residences in the traffic study, and this agrees with the plan and the revised Statement of Justification. The following table summarizes trip generation for the site:

<b>Trip Generation Summary, A-10038, Glenn Dale Commons Addition</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
Current Proposal								
Residential Multifamily	86	units	9	36	45	34	18	52
Per 4-87150								
General Office	163,089	square feet	249	28	277	49	212	261
<b>Trip Cap</b>			<b>249</b>	<b>28</b>	<b>277</b>	<b>49</b>	<b>212</b>	<b>261</b>
<b>Difference from Trip Cap</b>					<b>-232</b>			<b>-209</b>

The traffic generated by the proposed rezoning would impact the following intersections, interchanges, and links in the transportation system:

- MD 193 and Good Luck Road (signalized)
- MD 193 and Aerospace Drive (signalized)
- MD 193 and Forbes Boulevard (signalized)
- MD 193 and Mission Drive (signalized)
- MD 193 and MD 564 (signalized)

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

**Links and signalized intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of

1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the *Guidelines*.

**Unsignalized intersections:** The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic using counts taken in May 2016 and existing lane configurations, operate as follow:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 193 and Good Luck Road	1,055	1,204	B	C
MD 193 and Aerospace Drive	1,273	1,314	C	D
MD 193 and Forbes Boulevard	1,181	1,243	C	C
MD 193 and Mission Drive	1,275	1,294	C	C
MD 193 and MD 564	1,242	1,338	C	D

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area using previously approved development within the Glenn Dale Commons project along with 12 other developments. The study used 0.5 percent annual growth rate in through traffic along all routes. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follow:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 193 and Good Luck Road	1,178	1,370	C	D
MD 193 and Aerospace Drive	1,422	1,439	D	D
MD 193 and Forbes Boulevard	1,537	1,557	E	E
MD 193 and Mission Drive	1,601	1,588	F	E
MD 193 and MD 564	1,512	1,520	E	E

For the benefit of this analysis, the entitlement for the site has been taken out and the proposed development has been added back. The following critical



intersections, interchanges and links identified above, when analyzed with the programmed improvements and future traffic as developed using the *Guidelines*, operate as follow:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
MD 193 and Good Luck Road	1,192	1,360	C	D
MD 193 and Aerospace Drive	1,423	1,433	D	D
MD 193 and Forbes Boulevard	1,396	1,431	D	D
MD 193 and Mission Drive	1,536	1,519	E	E
MD 193 and MD 564	1,396	1,478	D	E

Issues are noted at the MD 193/Mission Drive and the MD 193/MD 564 intersections. Each are discussed separately below:

**MD 193/Mission Drive:** The following improvement is a condition of approval for Conceptual Site Plan CSP-06001-01 (PGCPB Resolution No. 15-127) at this location:

- 11. Prior to the issuance of the building permit for retail use, the applicant shall provide a three-lane approach (an exclusive left lane, an exclusive right lane and a shared left-through lane), or as modified by DPW&T, along the southbound Mission Drive at its intersection with MD 193. This improvement shall include any needed modifications to the traffic signal, signage, and pavement markings.**

With this improvement in place, the intersection will operate in the AM peak hour at LOS E with a CLV of 1,480, and will operate in the PM peak hour at LOS D with a CLV of 1,416. No further improvements are proposed to meet the LOS D standard in both peak hours.

**MD 193/MD 564:** No improvements are proposed to meet the LOS D standard in both peak hours.

Section 27-213(a)(3(A) of the Zoning Ordinance requires that the District Council find that “transportation facilities ... will be adequate to carry anticipated traffic for the proposed development.” As a means of meeting that finding, the applicant’s traffic study states the following:

*“Based on the analyses contained in this report, the land area of this subject rezoning has an approved preliminary plan of subdivision that could generate trips equivalent to over 163,000 square feet of general office which far exceeds the trips that would be generated by the additional 86 residential units that would be accommodated by this rezoning. Therefore, the proposal will fit within the existing trip cap of the approved preliminary plan.*

*Furthermore, CSP-06001-01 contained a trip cap based upon old trip generation rates. Once this rezoning is complete, there will be a new CSP amendment to incorporate this land area into the Glenn Dale Commons project. Based upon the new trip generation rates from the current Guidelines, the Glenn Dale Commons project will not exceed the*

*current trip cap for CSP-06001-01, even with the additional 86 residential units created by this plan.*

*In light of the results of this study and the recommendations noted above, this rezoning will satisfy the APFO requirements of Prince George's County and should be approved."*

The Statement of Justification does not bridge the apparent gap between the required District Council finding and the determination of the traffic study. In the transportation staff's view, showing LOS E within TSA 2 does not demonstrate adequacy. The applicant has shown that the proposal under M-X-T zoning would generate less traffic than the underlying lots would have generated under current zoning. While this does not seem to be the answer to the question being posed, it places the approval in a gray area. The reasoning is as follows:

1. The existing lots have an entitlement by virtue of their recordation, and that would be true whether or not there is a trip cap for the site.
2. There is an indication that a preliminary plan of subdivision will be required on this property prior to detailed site plan.
3. Under the longstanding procedures outlined in the "Guidelines" and used consistently by the staff over the years, the entitlements on a piece of property are considered in determining the transportation recommendation for a subdivision.
4. For a site for which the traffic-related entitlements exceed the traffic to be generated by the proposal under review, the finding is made that the traffic impact is *de minimis*, and no further analyses or conditions related to transportation adequacy are done.

It needs to be noted that the M-X-T Zone approval is not based upon a conceptual plan. The only development yield is shown in the traffic impact study, and the traffic-related findings can be amended at the time of Preliminary Plan of Subdivision in accordance with Section 27-213(a)(3)(B) of the Zoning Ordinance. While the transportation staff has always interpreted this part of the law to allow the scope of transportation improvements to be amended as future traffic patterns changes, it appears to also allow more intensive uses to be proposed at later review stages. The M-X-T Zone allows a range of uses and no restriction on density.

Notwithstanding the above statement, it is determined that the applicant meets the requirements of Section 27-213(a)(3)(A) of the Zoning Ordinance, in consideration of prior entitlements. The traffic information is presented as a finding of fact for the application. In making this determination, the existing entitlement for the underlying lots is the significant factor in making the needed finding, and subsequent applications, if uses are proposed that are beyond the entitlement, will have to demonstrate adequacy if traffic is a factor in the plan approval.

**G. Conformance with the Purposes of the Zone:**

**Section 27-542(a) Purposes of the M-X-T Zone**

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**
- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**
- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**
- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**
- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**
- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**
- (9) To permit a flexible response to the market and promote economic vitality and investment; and**
- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Staff makes the following findings relative to the purposes of the M-X-T Zone (some of the findings apply to more than one purpose):

1. The master plan designation of the subject property and the adjacent developing Glenn Dale Commons as a mixed-use activity center directs this property to be developed in the manner described. Focusing such a mixed-use community within an area recommended by the master plan maximizes the development potential of the property and fulfills the vision in the master plan. The variety of the proposed residential and commercial uses will generate increased tax revenues for the Prince George's County and promote orderly development by locating development at an area recognized as appropriate for mixed-use development.

2. The rezoning of the subject property to the M-X-T Zone makes the property more and compatible with the surrounding character of the neighborhood. The proposed development creates a community that promotes a pedestrian-oriented mode of transport and connects commercial, recreation, retail and residential uses. Rezoning also facilitates the development of an area that provides a mix of residential uses that will generate tax revenue as well as support the surrounding commercial and retail centers, and provide additional housing options for Prince George's County residents.
3. Pedestrian walkways and bike trails will be designed to facilitate access around and through the property. Connections to nearby properties will be required and analyzed at later stages of the review process
4. The visual character and identity of the project will be an element of the architecture of the buildings, entrance features, and landscape plantings. The orientation of the buildings will be in relationship with the adjacent developments and pedestrian systems, which will be important aspects of the final design. The multifamily buildings and houses will be required to be designed with high-quality detailing and design variation, and will be appropriate in scale with their location. The architecture, street furniture, landscape treatment, signage, and other elements will be coordinated to give the development a distinctive visual character. These will be further analyzed during the site plan review processes.
5. The project is responsive to the existing market and needs of county residents and to the goals of the county. The master plan recommends a mixed-use for this site in recognition of the fact that a mix of uses make the Activity Center more viable. The total mixture of uses proposed within the overall Glenn Dale Commons and Vicinity Focus Area will provide a mixture of residential options, commercial as well as employment opportunities.
6. The development is intended to be compatible with and an integral part of existing neighborhoods. Linkages to adjacent employment areas, neighborhoods and activity centers will be provided so that pedestrians have safe and efficient access into and out of the area. High-quality architecture and resource- and energy-efficient building design, materials, and practices will be required. This development will seek to achieve excellence in planning and design so that the health, safety, and welfare of workers and residents in the region are improved.
7. The mixture of uses proposed help make this plan achieve efficiency through the use of economies of scale by providing employment and retail opportunities to nearby residents which reduces traffic, increases walkability and encourages the use of alternative modes of transportation.

**Comment:** The applicant provides the following responses regarding the location of the site and its conformance with the purposes of the M-X-T Zone:

- a. The proposed development will enhance the economic status of the County. The rezoning of the property to the M-X-T Zone would facilitate a development that is planned to provide residential uses that will generate tax revenue as well as support the surrounding commercial and retail centers, and provide housing options for the employment centers within this regional area such as NASA, USDA and the University of Maryland.
- b. The property's inability to develop under the current approvals for industrial uses is evidence that the requested rezoning, which is consistent with the Sector Plan's

Approved Land Use Map (see page 14), will facilitate a development in the manner herein described. Focusing mixed-use residential uses at this location, is compatible with the abutting M-X-T development of Glenn Dale Commons, while maximizing the development potential of the subject property by blending diverse land uses together in a harmonious manner.

- c. The proposed community will promote optimum uses of transit by providing additional residential uses within close proximity to other commercial/retail/employment/office and residential developments; thus, promoting the effective use of transit and other major transportation systems (i.e., MD 193 and I-295).
- d. The proposed residential use in conjunction with the surrounding Glenn Dale Commons development could facilitate a 24-hour environment depending on the connections to the abutting developments. In addition, the applicant contends that the subject property's close proximity to commercial/retail and office uses surrounding the property could encourage a 24-hour environment. Residential units will be appropriately sized for the mixed-use zoned properties.
- e. The rezoning of the subject property will facilitate the concentration of development and mix of uses, which will reduce sprawl. Sidewalks will be designed to facilitate access around and through the property, and connecting the abutting M-X-T community.
- f. The visual character and identity of the project will be an element of the architecture of the buildings, entrance features, and landscape plantings. It is contemplated that the ultimate orientation of the buildings will be in relationship with the adjacent developments and pedestrian systems, which will be important aspects of the final design. The buildings and houses will be designed with high-quality materials and design variation, and will be appropriate in scale with their location. The architecture, street furniture (if any), landscape treatment, signage, and other elements will be coordinated to give the development a distinctive visual character. These aspects of the development will be addressed in more detail at the time of CSP and DSP.
- g. The number of proposed residential units will allow for economies of scale in the construction process and for the municipal services required to serve the residents. The total mixture of uses proposed within the overall Glenn Dale Commons and Vicinity Focus Area will provide a mixture of residential options, commercial as well as employment opportunities and help reduce travel time.
- h. The project is and will be responsive to the existing and future market needs of County residents and to the goals of the County.
- i. The development is intended to be compatible with an integral part of future and existing neighborhood developments. It is anticipated that transportation services and facilities will be improved and integrated to try and increase the use of transit, minimize dependence upon automobile usage, and increase pedestrian and bicycle mobility. Possible linkages to adjacent and nearby developments and activity centers will be studied so that pedestrians have safe and efficient access into and out of the site. High quality architecture and resourceful building design, materials, and practices will be employed. The future development of the subject property will seek to achieve excellence in planning and design to ensure that the health, safety, and welfare of workers and residents in the region are improved.

## H. Referrals

1. **Transportation:** The site is not within or adjacent to any master plan transportation facilities. In consideration of the requirements for granting the M-X-T Zone, it is found that the location does not meet the criteria in Section 27-213(a)(1)(A) of the Zoning Ordinance. The site is neither within the vicinity of a major intersection or interchange (that being the intersection or interchange of two roadways of arterial or higher classification), nor is it within the vicinity of a major transit stop or station. The applicant does indicate in the Statement of Justification that the site meets the criterion in Section 27-213(a)(1)(B) of the Zoning Ordinance. This must be evaluated by the Community Planning Division and the Zoning Section. It is determined that the proposed rezoning would meet the requirements for approval of the M-X-T Zone as outlined in Sections 27-213(a)(2) and 27-213(a)(3) of the Zoning Ordinance. It is determined that the applicant meets the requirements of Section 27-213(a)(3)(A) of the Zoning Ordinance, in consideration of prior entitlements that would be fully considered in a test of transportation adequacy done pursuant to the Subdivision Regulations.
2. **Department of Permitting, Inspections, and Enforcement (DPIE):** DPIE has no objection to the proposed rezoning request from I-1 to M-X-T. An approved site development concept plan will be required for future development. Frontage improvements along Executive Place and Forbes Court are required in accordance with the Department of Public Work's and Transportation's (DPW&T) collector road standards. All improvements within the public right-of-way as dedicated to the County are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA). Forbes Court is to be considered a private roadway. A soils investigation report that includes subsurface exploration and site grading, stormwater management best management practices and geotechnical engineering evaluation for streets is required. All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of the Environment (DoE) requirements. The site is located within the 100-year floodplain. A floodplain study and floodplain delineation is required. Any proposed development in the 100-year floodplain should be eliminated. Any proposed buildings shall be set back 25 feet away from the floodplain. All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of the Environment (DoE) requirements. Existing Utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
3. **Community Planning:** The subject property is in Planning Area 70/ Glenn Dale. Before approving a change to a conventional zone, the District Council must determine that there has either been a substantial change in the character of the neighborhood or that a mistake was made either in the original zoning or the most recent sectional map amendment. The change or mistake finding does not apply to floating zones. Approval of a floating zone depends upon demonstrating conformance with master plan recommendations, the provision of adequate public facilities and market support for retail-commercial development. The property is currently served by public water and sewer. There are no parks in the immediate vicinity of the property. The 2009 *Countywide Master Plan of Transportation* (MPOT) recommends an on-road bike route on Forbes Boulevard, bike lanes for Greenbelt Road (MD 193), and both bike lanes and a sidepath for Good Luck Road.

The rezoning of the subject property will facilitate the concentration of development and mix of uses, which will reduce sprawl. Sidewalks will be designed to facilitate access around and through the property, and connecting the abutting M-X-T community.

4. **Urban Design:** The applicant is proposing to rezone the property to include the rezoned parcels as part of the abutting larger development known as Glenn Dale Commons, which was approved with Conceptual Site Plan CSP-06001 on February 1, 20007. The rezoning of the subject property would make the subject property more compatible with the surrounding character of the neighborhood. The proposed multifamily site shows proposed ingress/egress to the subject site via two access points from the adjacent parcel and no connection to a public street. Pursuant to Section 27-548(g) of the Zoning Ordinance, access must be provided from a public right-of-way not a parcel. The multifamily use is appropriately located on the eastern portion of the site adjacent to 200-300 multifamily units, which were previously approved with CSP-06001. One of the proposed uses shown on the site plan is for a proposed parking area, the Urban Design staff does not agree that this meets the intent of the MX-T Zone and would recommend that this be further evaluated during future site plan reviews. Walkability of the development and architectural compatibility should be considered at the time of CSP and/or DSP review.
5. **Subdivision:** The Preliminary Plan of Subdivision PPS 4-87150 included 14.95 acres in the I-1 Zone, (Lots 4 through 7 and Parcel A), and did not include any residential uses. Based on the submitted plans, the applicant will be proposing single-family attached dwelling units (townhomes) and multifamily dwelling units should the zoning map amendment request be approved. The approval of a new PPS will be required prior to the approval of a DSP application, in order to create the desired lotting pattern and to test for adequate public facilities requirements for the proposed mix of uses.
6. **Environmental Planning:** The rezoning application meets all applicable environmental requirements. A Type II Tree Conservation Plan (TCP II-004-91) was previously reviewed for the subject property; however, the current aerial photos indicate that the plan was never implemented. No other environmental reviews are on record for this property. 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**

According to PGAtlas.com, the site contains a stream system and a wetland that is mapped on the property to the west, which may have buffers impacting the site. The predominant soils found to occur, according to the U.S .Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include Christiana-Downer, Fallsington sandy loam, Issue-Urban land, and Urban Land-Issue complexes. According to available mapping information, Marlboro Clay is not mapped on or in the vicinity of the site; however, Christiana complexes are mapped on-site. A review of available mapping information indicates the subject area is not within a Sensitive Species Project Review Area and does not contain potential forest interior dwelling species (FIDS) habitat. The site is located within the Western Branch watershed of the Patuxent River basin.

#### **Master Plan Conformance**

The 2006 *East Glenn Dale Approved Sector Plan and Sectional Map Amendment* included six environmentally related policies and their respective strategies in the Environmental Infrastructure section:

**Policy 1: Protect, preserve and enhance the identified green infrastructure network within the sector plan area.**

#### **Strategies**

- **Use the designated green infrastructure network to identify opportunities for environmental preservation and restoration during the development review process, such as a detailed site plan review.**
- **Target public land acquisition programs within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.**
- **The Green Infrastructure Network Plan should be used to identify network gaps and infrastructure connectivity should be enhanced where possible.**

The site is within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan* and contains Network Gaps. Network Gaps are places where, if possible, additional linkages to the network should be explored. The northern portion of the site where the Network Gap is located is wooded; however, the surrounding areas have mostly been cleared. The site is isolated from significant areas of Evaluation or Regulated Areas within the network. Re-establishing a network connection would be difficult.

**Policy 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.**

#### **Strategies**

- **During the development review process, evaluate streams that are to receive stormwater discharge for water quality and stream stability. Unstable streams and streams with degraded water quality should be restored, and this mitigation should be considered as part of the stormwater management requirements.**
- **Encourage the use of conservation landscaping techniques that reduce water consumption and the need for fertilizers or chemical applications.**
- **Minimize the number of parking spaces and provide for alternative parking methods, such as decked facilities, that reduce the area of impervious surfaces during all land use projects.**

A stream system is mapped on-site. Additional information regarding on-site regulated environmental features will be evaluated with future applications.

**Policy 3: Protect and enhance tree cover within the sector plan study area**

#### **Strategies:**

- **Encourage the planting of trees in all developed areas and established communities to increase the overall tree cover.**
- **Provide a minimum of ten percent tree cover on all development projects. This can be met through the provision of preserved areas or landscape trees.**
- **Establish street trees in planting strips designed to promote long-term growth and increase tree cover.**



- **Establish tree planting adjacent to and within impervious surfaces. Ensure an even distribution of tree planting to provide shade to the maximum amount of impervious area possible.**

When future applications are reviewed, every effort must be made to incorporate the strategies to implement Policy 3 at this site.

**Policy 4: Reduce overall energy consumption and implement more environmentally sensitive building techniques.**

**Strategies**

- **Encourage the use of green building techniques that reduce energy consumption. New building designs should strive to incorporate the latest environmental technologies in project building and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**
- **Encourage the use of alternative energy sources such as solar, wind, and hydrogen power. Provide examples of public uses of alternative energy sources.**

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

**Policy 5: Reduce light pollution and intrusion into residential and environmentally sensitive areas.**

**Strategies**

- **Require the use of full cut-off optic light fixtures for all proposed uses.**
- **Discourage the use of streetlights and entrance lighting in environmentally sensitive areas except where warranted for safety concerns.**

Information regarding light pollution will be evaluated with future applications.

**Policy 6: Reduce adverse noise impacts to meet State of Maryland noise standards.**

**Strategies**

- **Evaluate development proposals using Phase I noise studies and noise models.**
- **Provide adequate setbacks for projects located adjacent to existing and proposed noise generators.**
- **Provide the use of appropriate attenuation measures when noise issues are identified.**

Greenbelt Road is a Master Plan of Transportation designated Arterial roadway that is regulated for noise with respect to proposed residential development. A noise study may be required with future applications.

**Conformance with the Green Infrastructure Plan**

According to the 2005 *Approved Countywide Green Infrastructure Plan*, the northern portion of the property contains mapped Network Gap. No change to the existing development is proposed at this time.

**Existing Conditions/Natural Resource Inventory**

An NRI is not required as part of a zoning amendment application. All future applications will require an approved NRI covering the entire 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. This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and future development of the site must be in conformance with an approved Tree Conservation Plan.

The site is currently zoned I-1 and has a required woodland conservation threshold of 15 percent of the net tract area. If approved, the proposed change to M-X-T will not change the threshold. The existing woodland on-site is an approximately 7.00-acre area, concentrated on the north and east of the property and surrounded on all sides by development. Future land development applications will require conformance with the Woodland and Wildlife Habitat Conservation Ordinance.

**Specimen Trees**

This site may contain specimen trees. The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) of the County Code. The presence of specimen trees will be determined during the review and approval of an NRI.

If it is determined as part of the NRI review and approval, that specimen trees exist on-site, and if the removal of specimen trees cannot be avoided, a variance to Section 25-122(b)(1)(G) of the County Code must be submitted with the preliminary plan application. The variance must be accompanied by a Letter of Justification stating the reasons for the request and how the request meets each of the required findings in Section 25-119(d). A condition analysis for all specimen trees to be removed must be included.

**Regulated Environmental Features**

According to information available on PGAtlas, the site contains a stream system and a wetland is mapped on the property to the west, which may have buffers impacting the site; however, a final delineation of all regulated environmental features will be determined with the approval of an NRI under the current environmental regulations.

Impacts to any regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

Impacts to regulated environmental features must first be avoided and then minimized. If impacts to the regulated environmental features are proposed, a statement of justification must be submitted in accordance with Sections 24 and 27 of the County Code. The justification must address how each impact has been avoided and/ or minimized.

7. **Research:** There are no needed analyses associated with this project.
8. **Special Projects:** The property located north of Forbes Boulevard, approximately 250 feet north of its intersection with Aerospace Road. Special Projects Section, Countywide Planning Division has reviewed the proposed Zoning Map Amendment A-10038 application for Public Facility adequacy. The request to rezone from I-1 to M-X-T Zone will have no impact on public facilities.
9. **Historic Preservation:** The Historic Preservation Section review found the subject application would have no effect on identified Historic Sites, Resources or Districts.

## CONCLUSION

The subject property is located within the Established Communities growth policy area designated in *Plan Prince George's 2035 Approved General Plan*, which envisions sensitive infill and low- to medium-density development. The proposed development facilitates the implementation of this vision as these three parcels cohesively link the abutting Glenn Dale Commons development to the surrounding community. The requested M-X-T Zone conforms to the land use recommendations of the 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* for mixed-use development at this location. However, the development of these uses will require close attention to be paid to the architecture, landscape buffering and screening at later stages of development review to ensure compatibility with the adjoining residences to the north and west and the commercial properties to the south and east. Also, close attention will need to be paid to ensure that the development becomes a truly integrated mixed-use community through the utilization of pathways to better connect the residential and commercial areas.

In order to provide flexibility to design a mix of uses as advocated by plan policies, the M-X-T Zone is appropriate for this property. Staff therefore recommends **APPROVAL** of the M-X-T Zone subject to the following considerations:

## CONSIDERATIONS

The following considerations should be observed during the preparation and review of the conceptual site plan (CSP), detailed site plan (DSP) and preliminary plan of subdivision:

1. Additional pedestrian and vehicular connections should be provided.
2. The architecture for the mixed-use development on the subject site should be well coordinated. The buildings should create visual interest through their form, massing, fenestration and architectural detail. Durable, high-quality materials should be utilized as finish materials on the elevations.
3. Standard sidewalks shall be provided along both sides of all internal roads, unless modified by Department of Public Works and Transportation (DPW&T).
4. Bicycle parking shall be provided on-site, with the number and location(s) to be determined at the time of conceptual site plan and detailed site plan.

5. The provision of a trail connection from the proposed multifamily dwelling units to Forbes Boulevard shall be considered at the time of conceptual site plan and detailed site plan.
6. Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas.