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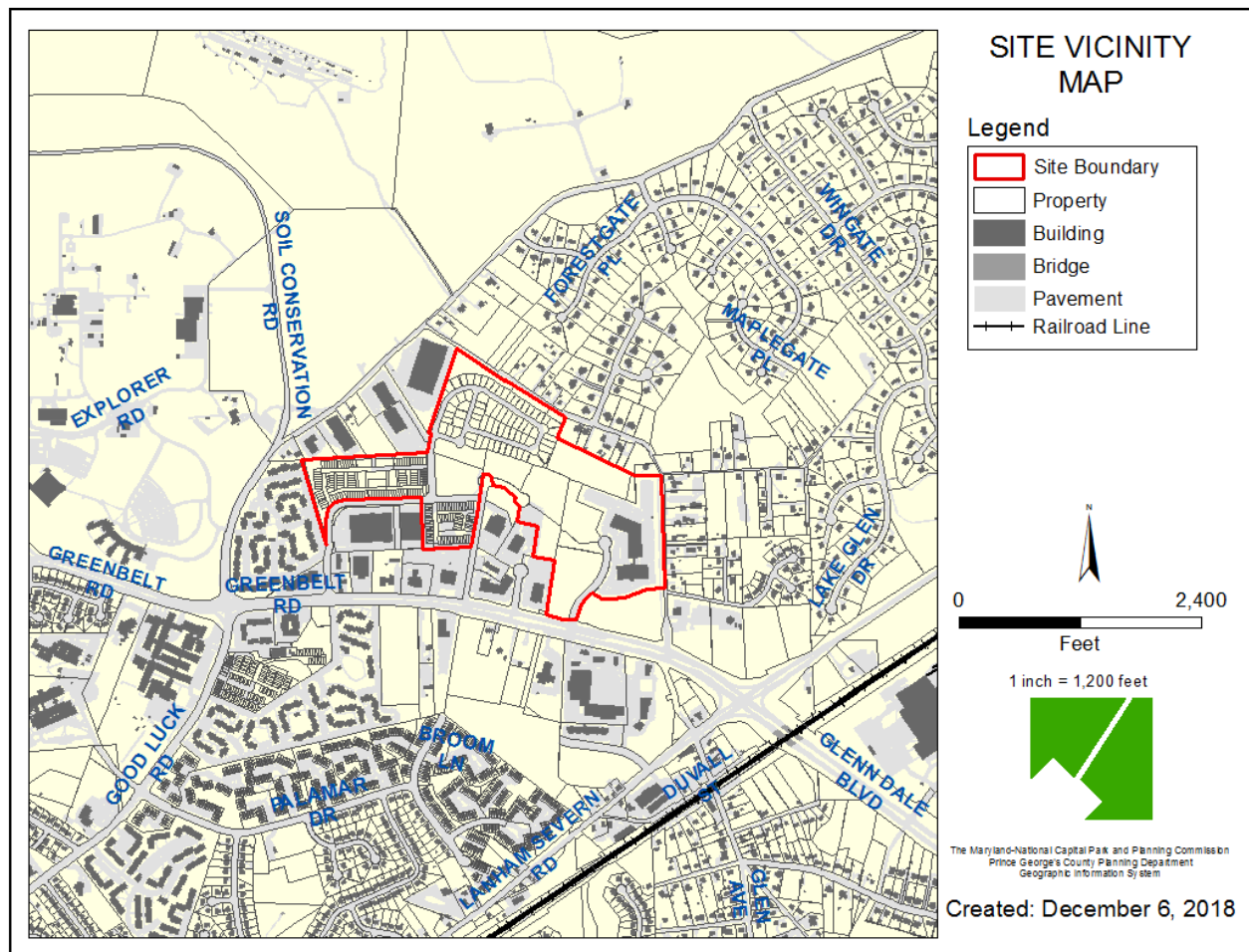
Conceptual Site Plan

CSP-06001-02

Application	General Data	
Project Name: Glenn Dale Commons Location: West and south of Northern Avenue, east of Glenn Dale Road, and north of MD 193 (Greenbelt Road). Applicant/Address: Jemal's Greentec Land, LLC 702 H Street NW, Suite 400 Washington, DC 20001	Planning Board Hearing Date:	01/31/19
	Staff Report Date:	01/10/19
	Date Accepted:	11/09/18
	Planning Board Action Limit:	02/04/19
	Plan Acreage:	82.74
	Zone:	M-X-T
	Dwelling Units:	485-555
	Gross Floor Area (sq. ft.):	1,821,469
	Planning Area:	70
	Council District:	04
	Election District	14
	Municipality:	N/A
	200-Scale Base Map:	210NE09

Purpose of Application	Notice Dates	
A mixed-use development consisting of approximately 65-70 single-family detached dwelling units; 150-180 single-family attached dwelling units; 270-305 two-family attached dwelling units; approximately 214,969 square feet of existing commercial/office space, to remain; and 50,000 square feet of proposed commercial/retail space.	Informational Mailing:	12/22/17
	Acceptance Mailing:	11/07/18
	Sign Posting Deadline:	01/01/19

Staff Recommendation		Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 E-mail: Andrew.Bishop@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-06001-02
Type I Tree Conservation Plan TCPI-03-02-06
Glenn Dale Commons

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 conceptual site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use–Transportation Oriented (M-X-T) Zone;
- b. The requirements of Zoning Map Amendment A-10038-C;
- c. The requirements of Conceptual Site Plan CSP-06001 and its amendment;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. Other site plan related regulations;
- f. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design Section recommends the following findings:

1. **Request:** The subject conceptual site plan (CSP) application is for a phased mixed-use development consisting of approximately 65–70 single-family detached dwelling units; 150–180 single-family attached dwelling units (townhouse); 270–305 two-family attached dwelling units (two-over-twos); approximately 214,969 square feet of existing commercial/office space, to remain; and 50,000 square feet of proposed commercial/retail space.

Compared with the previous approval, Conceptual Site Plan CSP-06001-01, this amendment proposes the same number of single-family detached units, a decrease in the number of single-family attached units, an increase in the number of two-family attached units, removal of the multifamily dwelling units, an increase in the overall acreage of the CSP, and a decrease in the maximum floor area ratio (FAR). The development program for the five phases included in this application will supersede the previously approved CSP-06001-01.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Industrial Uses & Office	Residential, Office, & Commercial/Retail
Acreage	73.27	82.74*
Area within 100-year floodplain	1.86	2.81
Net Tract Area	71.41	79.93
Dwelling Units		
Multifamily	200–300	0
Townhouses	150–200	150–180
Two-family Attached	50–100	270–305
Single-family detached	65–70	65–70
Total	465–670	485–555
Lots	±285	±555
Parcels	±33	±48
Gross Floor Area (GFA) Square Feet	1,385,469–1,769,969	1,628,469–1,821,469
Floor Area Ratio (FAR) Based on 3,603,987 square feet of net tract area in the M-X-T Zone	0.42–0.55	0.44–0.50

FAR IN THE M-X-T ZONE

Base Density Allowed	0.40 FAR
Residential Bonus Incentive Factor	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.50 FAR**

Notes: *The acreage shown on the conceptual site plan (CSP) is inconsistent with the Type I tree conservation plan (TCPI). Therefore, a condition has been included in the Recommendation section of this report requiring that the acreage of the CSP and TCPI be revised to be consistent.

**FAR may be increased at the time of detailed site plan, in accordance with the provisions of Section 27-545(b) of the Zoning Ordinance.

3. **Location:** The site consists of approximately 82.74 acres of land in the Mixed Use–Transportation Oriented (M-X-T) Zone and is located west and south of Northern Avenue, east of Glenn Dale Road, and north of MD 193 (Greenbelt Road). The property is located in Planning Area 70, and Council District 4.
4. **Surrounding Uses:** The subject site is bounded to the south by Light Industrial (I-1) and Open Space (O-S) zoned properties, and MD 193 with residential uses in the Rural Residential (R-R) Zone and a shopping center in the Commercial Shopping Center (C-S-C) Zone beyond; to the north by Northern Avenue and single-family detached dwellings in the R-R and Residential-Estate (R-E) Zones; to the east by Northern Avenue, with single-family detached dwellings in the R-R Zone beyond; and to the west by a multifamily development in the Multifamily Medium Density Residential (R-18) Zone and land in the I-1 and R-R Zones with existing residential/commercial/industrial uses.
5. **Previous Approvals:** The property is the subject of a number of prior approvals, with separate overlapping preliminary plans of subdivision (PPS) approvals for individual parcels that are included in the separate phases of this development, and are within the overall boundary of this CSP. The phases of development and previous approvals are discussed, as follows:

Phase 1 is the subject of approved PPS 4-16010 and Detailed Site Plan DSP-06072, as amended, for the development of 110 townhouses and 64 two-family attached units, which have been permitted and are currently under construction.

Phase 2, which is being revised with this CSP amendment, is the subject of approved PPS 4-87150, as revised with PPS 4-92011. Preliminary Plan of Subdivision 4-94002 superseded a portion of 4-92011 and 4-06123, and is included in the boundary for Phase 2 of the development. It should be noted that a new PPS (4-18012) has been filed for this phase of the development for the two-family attached dwelling units and is currently under review.

Phase 3 is the subject of approved PPS 4-06123 and DSP-15001, as amended, for the construction of 70 single-family detached dwelling units, which have been permitted and are currently under construction.

Phase 4 is the subject of approved PPS 4-16015 and DSP-16018, as amended, for the development of 69 single-family attached dwelling units, which have been permitted and are currently under construction.

Phase 5 is the subject of approved PPS 4-94002 and DSP-16012, as amended, for the development of a food and beverage store that has not yet been constructed.

The 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area* (Portions of Planning Area 70)(East Glenn Dale Sector Plan and SMA) retained this property in the I-1 and Planned Industrial/Employment Park (I-3) Zones. However, Prince George’s County Council Resolution CR-23-2006 rezoned several of the parcels within this CSP area to the M-X-T Zone on March 28, 2006.

Conceptual Site Plan CSP-06001 was approved by the Prince George’s County Planning Board on February 1, 2007 (PGCPB Resolution No. 06-282), with 22 conditions. Conceptual Site Plan CSP-06001-01 was approved by the Planning Board on December 10, 2015 (PGCPB Resolution No. 15-127), with 11 conditions, and it is noted that the approval of the amendment supersedes that of the original Conceptual Site Plan CSP-06001.

The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) retained the site in the M-X-T Zone and designated it as one of the focus areas.

Zoning Map Amendment A-10038-C was approved by the Prince George's County District Council on March 12, 2018, which rezoned an additional 10.39 acres of land to the M-X-T Zone, which is being added to the CSP through this amendment. The subject site also has an approved Stormwater Management Concept Plan (6447-2016-01), which is valid through November 29, 2019.

6. **Design Features:** The subject site consists of multiple contiguous parcels of various shapes that are surrounded by several existing developed properties in industrial and residential zones. The application includes property already developed as commercial offices and proposes to develop vacant and developed properties with residential and commercial uses. Specifically, the plan proposes to construct 65–70 single-family detached dwelling units; 150–180 townhouse dwelling units; 270–305 two-over-two units; approximately 214,969 square feet of existing commercial/office space, to remain; and 50,000 square feet of proposed commercial/retail space.

The CSP shows two distinct clusters on both sides of a larger I-1-zoned tract to the south. In the eastern cluster containing Phases 2 and 5, the CSP proposes to retain the existing office building on Lot 1 that is fronting on Northern Avenue and is accessed from Mission Drive. Across Mission Drive, to the west of the existing office building, is the proposed commercial/retail site (Phase 5), which includes a grocery store as approved with DSP-16012. The previously approved multifamily development (Phase 2) north of the commercial/retail site is being revised with this application and is now proposing two-family attached dwellings, instead. The two-over-tuos are proposed in a grid pattern, with a looped traffic pattern. This area of the CSP has been expanded and includes additional open space and a future trail connection from the eastern to the western cluster of development. Phase 2 is accessed from a single point off Mission Drive, which will be evaluated further at the time of PPS.

In the western cluster, containing Phases 1, 3, and 4, are the proposed single-family detached dwellings, townhouses, and two-family attached dwellings, which are accessed from Aerospace Road and Forbes Boulevard. The single-family detached portion of the development (Phase 3) is designed around curvilinear streets. This pod of the single-family detached housing is bounded to the north by the right-of-way of Northern Avenue and is accessed from Hubble Drive off Aerospace Road. This section provides compatibility to the single-family detached community to the north and east, and the design has not changed from the original CSP. The other two pods of townhouses and two-over-tuos (Phases 1 and 4) are located to the west and south of the single-family detached pod. The three pods are sited to encircle an existing stormwater management pond and open space area, as the focal point and recreational area of this segment of the development project. This design has not changed from the original CSP approval.

Recreational Facilities: At the time of CSP-06001, and with the approval of CSP-06001-01, the Planning Board determined that the applicant should provide on-site private recreational facilities for the project development to serve future residents. Conceptual Site Plan CSP-06001-01 included outdoor recreational facilities within each pod of development and around the centrally located open space surrounding the pond, as the focal point of the western cluster. This CSP amendment is revising the unit mix and is removing the previously approved multifamily component, replacing it with two-family attached dwellings that will be developed as Phase 2. At the time of DSP, the Urban Design Section will ensure the adequacy and proper siting of the

required recreational facilities, in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the following requirements of the Zoning Ordinance:

- a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in mixed-use zones.
 - (1) The proposed residential, office, and commercial/retail uses are permitted uses in the M-X-T Zone.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The submitted CSP proposes approximately 50,000 square feet of additional commercial/retail space; approximately 214,969 square feet of office space, to remain; and a total of 485–555 residential units, which meets the use requirements.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed, as follows:

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development—0.40 FAR**
- (2) With the use of the optional method of development—8.0 FAR**

This development will use the optional method of development, and specifically utilizes the one bonus incentive in Section 27-545(b) as follows:

(b) Bonus incentives.

(4) Residential use.

- (A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.**

The CSP proposes a total of 485–555 residential units, allowing for a maximum allowed FAR of 1.40. A maximum FAR of 0.50 is proposed, which meets this requirement.

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The illustrative plan shows that the uses included in this CSP will be located in many buildings and on several lots.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for the development on this property.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining incompatible industrial land uses at the time of DSP.

- (e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the of building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed development of 1,821,469 square feet on an 82.74-acre site is 0.50, which is calculated in accordance with this requirement.

- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

There are no private structures within the air space above, or in the ground below, public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject case.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

A new PPS (4-18012) has been filed for Phase 2, which is in the northwestern quadrant of the terminus of Mission Drive, and includes the additional two-family attached units proposed in this CSP. This area is also being added to the area of the previously approved CSP and is currently vacant. The review for conformance with this requirement will be completed at the time of PPS.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8)**

dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

There are 150–180 townhouse units proposed in this CSP. The development standards included in this CSP meet the minimum lot size and lot width for the townhouses. Conformance with the above condition will be further reviewed at the time of DSP.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

There are no longer any multifamily buildings proposed with this CSP, so this requirement is not applicable.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after**

October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

This requirement does not apply to this CSP. The CSP has been reviewed for conformance with the applicable regulations in the M-X-T Zone.

- c. In accordance with Section 27-546(d), in addition to the findings required to approve a CSP, the Planning Board shall make the following findings for projects in the M-X-T Zone.

(1) The proposed development is in conformance with the purposes and other provisions of this Division:

The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, 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;

The subject project promotes the orderly redevelopment of several vacant and developed properties within a largely industrial campus, that is located north of MD 193, adjacent to Aerospace Plaza, in accordance with the vision of the Glenn Dale-Seabrook-Lanham Sector Plan and SMA for a mixed-use community. With a mix of commercial/retail, existing office, single-family detached, single-family attached, and two-family attached residential uses, this project 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;

The project implements the vision of the Glenn Dale-Seabrook-Lanham Sector Plan and SMA by providing a mixed use of commercial, office, and residential low-, medium-, and high-density development to create a compact and walkable community.

(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;

The project proposes an approximate 0.50 FAR on a land assembly consisting of development and redevelopment of seven parcels within a largely industrial area. The proposed mixed-use development will conserve and enhance the value of land and buildings by maximizing the private development potential inherent in the location of this mixed-use zone.

(4) To promote the effective and optimum use of transit and other major transportation systems;

In a memorandum dated December 31, 2018, the Transportation Planning Section stated that the subject plan conforms to the required findings for a CSP in the M-X-T Zone, from the standpoint of transportation, as discussed in Finding 11(c).

(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;

The CSP will bring in several housing types and a new commercial/retail use, in addition to the existing office use, that will complement each other to create a 24-hour environment to ensure continuing functioning of the project after workday hours, through an increase in activity and the interaction between the uses and those who live, work in, or visit the area.

(6) To encourage diverse land uses which blend together harmoniously;

The proposal will be developed in five phases. Since one office building fronting Northern Avenue will remain, each phase will add a new use to the site and will be encouraged to be harmonious in design, to the extent practical, and coordinated visually through the site design processes.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

The CSP illustrative plan shows that six pods of development will be designed in two distinct clusters. The eastern cluster is designed to surround Mission Drive, which is a cul-de-sac street off MD 193. The western cluster is designed around a centrally located open space and stormwater management pond at the intersection of Aerospace Road, Hubble Drive, and Forbes Boulevard. The plans should employ various design techniques, including green building techniques and building materials, to create dynamic functional relationships among the 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 and savings in energy beyond the scope of single-purpose projects;

Green building techniques, such as those employed in Leadership in Energy and Environmental Design (LEED) standards, should be utilized at the time of DSP, to the extent practical, to promote optimum land use and savings in energy.

(9) To permit a flexible response to the market; and

The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. The CSP includes three different uses and is located within an existing industrial area that will create many housing opportunities.

(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.

The applicant has provided images that illustrate the quality of the proposed development. However, the architecture for the project will be reviewed at the time of DSP. Proposed conditions in the Recommendation section of this staff report would require that high standards be utilized to evaluate the architecture at the time of DSP, in furtherance of this stated purpose of the M-X-T Zone.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

A portion of the subject property was rezoned to the M-X-T Zone by Amendment 6 of Council Resolution CR-23-2006, that adopted the East Glenn Dale Sector Plan and SMA. There were no design guidelines or standards prescribed for the property. The remainder of this property was placed in the M-X-T Zone by Zoning Map Amendment A-10038-C by the District Council. As such, the development proposed in this CSP will be subject to the applicable requirements of the M-X-T Zone, the conditions of prior approvals, and the required findings for approval of a CSP in the Zoning Ordinance.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The CSP covers multiple parcels in a largely industrial area. The proposed single-family detached pod will back to the existing single-family detached houses across Northern Avenue, to the north. The rest of the residential pods, including three pods of townhouses and two-over-two units, will be surrounded by predominantly industrial uses. The layout of the residential components indicates that these housing types will generally be oriented toward the existing street pattern, thus achieving the outward orientation. This redevelopment is expected to rejuvenate the existing neighborhood and inject new economic vitality into the immediate area.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

As stated previously, the development proposed in this CSP will need to be buffered from the surrounding industrial uses on the west, partial north, and south sides for the western cluster and on the west side for the eastern cluster. Compatibility of uses will be challenging for the proposed development along those boundary areas identified above, as residential and industrial uses are inherently incompatible. At the time of DSP review for specific pods, compatibility with the existing and proposed development, in the vicinity and among different pods, will be reviewed to create the best development possible through buffering and screening, where appropriate.

(5) The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The mix of uses in this CSP includes commercial/retail, office, and residential (single-family low-density, single-family attached, and two-family medium-density). The design scheme provided for review, shown on the plan, reflects a cohesive development in two distinct clusters. The development is capable of sustaining a high-quality independent environment and stability in each cluster, if the conditions of approval are adopted.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

The project is to be completed in five phases. Phase 1 is designed for single-family attached and two-family residential uses. Phase 2 is designed for two-family residential uses. Phase 3 is designed for single-family detached use. Phase 4 is designed for single-family attached residential use. Phase 5 is designed for commercial/retail use. Since the existing commercial office located in the eastern part of the site will remain, each phase will add a new use to the larger development to provide new housing and retail opportunities.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

A comprehensive sidewalk network has been proposed to be located on both sides of all roadways and surrounding every commercial building. The sidewalks are further connected to the remaining part of the existing office building and surrounding neighborhoods. In a memorandum dated December 5, 2018, the trails coordinator stated that, from the standpoint of non-motorized transportation, it has been determined that the plan is acceptable, in accordance with this requirement.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

This requirement will need to be adhered to at the time of the required DSP.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

In a memorandum dated December 31, 2015, the Transportation Planning Section stated that the plan conforms to the required findings of adequacy, from the standpoint of transportation planning, as discussed further in Finding 11(c).

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be approved by the applicant.**

This requirement is to be evaluated at the time of approval of a DSP for this project.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject property measures 82.74 acres and, therefore, does not meet the above acreage requirement. Further, it is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274, as follows:

- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear, or side, of structures to minimize the visual impact of cars on the site. Surface parking is provided for the commercial, existing office, and residential land uses of this project. Most of the surface parking is anticipated to be used for the commercial uses on-site. Limited surface parking spaces located on the residential streets are mainly for future visitors. All parking for single-family detached, townhouses, and two-over-twos is expected to be in the attached garages and on the driveways.
 - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive, and loading for the commercial use should also be located to the side of the building and be visually screened from public roadways. This issue will be reviewed at the time of DSP.
 - (3) In accordance with Section 27-274(a)(6)(i), Site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. A comprehensive review of streetscape amenities will occur at the time of DSP.
 - (4) A comprehensive and connected public space system should be provided to enhance the commercial and multifamily areas, in accordance with Section 27-274(a)(9), Public spaces. These public spaces (plazas) should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features, including focal points, seating areas, specialty landscaping, and specialty paving materials, should be demonstrated at the time of DSP.
- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The CSP is not required to include detailed parking information. At the time of DSP review, adequate parking and loading will be required for the proposal.
8. **Zoning Map Amendment A-10038-C:** Zoning Map Amendment A-10038-C was approved by the District Council on March 12, 2018, with six conditions. The conditions pertinent to the current application warrant discussion, as follows:
1. **Additional pedestrian and vehicular connections should be provided.**

The CSP shows the locations for appropriate pedestrian and vehicular connections, but this issue will be evaluated further at the time of PPS and DSP, when more may be necessary.
 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 used as finish material on the elevations.**

3. **Standard sidewalks should be provided along both sides of all public roads, unless modified by Department of Public Works and Transportation (DPW&T).**

4. **Bicycle parking should be provided on-site, with the number and location(s) to be determined at the time of Conceptual Site Plan and Detailed Site Plan.**

These issues will be reviewed for conformance at the time of DSP, when specifics regarding architecture, sidewalks, and bicycle parking will need to be provided.

5. **The provision of a trail connection from the proposed multifamily dwelling units to Forbes Boulevard should be considered at the time of Conceptual Site Plan and Detailed Site Plan.**

Multifamily units are no longer being proposed and have been replaced with two-family attached dwellings. The CSP shows a potential location for a trail connection from the two-family attached units to Forbes Boulevard, which will be evaluated further at the time of PPS and DSP.

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.**

This issue will be reviewed for conformance at the time of DSP, when specific site improvements are shown and compatibility can be evaluated.

9. **Conceptual Site Plan CSP-06001-01:** Conceptual Site Plan CSP-06001-01 was approved by the Planning Board on December 10, 2015 (PGCPB Resolution No. 15-127), with 11 conditions. Many of these conditions have been addressed by subsequent approvals for some of the phases of the development and are no longer applicable. Others should remain applicable to the remaining portions of the property to be developed and have been carried forward accordingly. The conditions that warrant discussion are as follows:

2. **Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:**

- g. The following standards shall apply to the development:

Standards

	SFA	SFD	MF
Lot Size	1,800 sf	5,000 sf	N/A
Minimum width at front street R-O-W	N/A	50 feet	N/A
Minimum frontage on culs-de-sac	N/A	25 feet	N/A
Maximum lot coverage	N/A	60%	60%
Minimum front setback from R-O-W	15 feet	20 feet*	30 feet
Minimum side setback	None	5 feet**	30 feet
Minimum rear setback	None	20 feet**	50 feet
Minimum corner setback to side street R-O-W	10 feet	12 feet	N/A
Maximum residential building height	50 feet	35 feet	60 feet
Minimum Green area	N/A	N/A	60 %

Footnote: Modifications to any of the standards may be permitted on a case-by-case basis by the Planning Board at the time of detailed site plan if circumstances warrant.

*** To be determined at Detailed Site Plan review**

**** Garages may be as close as 4 feet**

This condition is still valid, however, the multifamily standards need to be removed, as that unit type is no longer proposed with this CSP, and standards for two-family attached dwellings, which are proposed in Phases 1 and 2, should be provided.

Detailed Site Plan DSP-06072-02 was approved for Phase 1 of the overall Glenn Dale Commons development and included standards for two-family attached units. The two-family attached standards approved with that DSP should become a part of the CSP standards, in order to ensure consistency in the development pattern for that type of unit. A condition has been included in the Recommendation section of this report revising the above condition to reflect this change in unit mix. Any future DSPs must comply to the revised standards, however, these standards can be modified at the time of DSP, as noted above.

4. **Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210.00 to the Prince George's County Department of Public Works and Transportation (DPW&T) for the placement of a bikeway sign(s) along Northern Avenue, designated a Class III bikeway. A note shall be placed on the final plat for payment to be received prior to issuance of the first building permit.**

This condition is still valid and in full force and effect and will be carried forward as a condition of this approval, to require the information at the time of DSP. However, based on the current Prince George's County Department of Public Works and Transportation (DPW&T) construction price index, the cost for bikeway signage is now \$420. The condition should be revised to state the needed number of signs and the dollar amount, as calculated, given the adopted DPW&T construction price index.

8. **Prior to issuance of the building permits for each residential unit, the applicant shall pay the applicable public safety surcharge.**

This condition is still valid and in full force and effect and will be carried forward as a condition of this approval.

9. **Total development within the subject property shall be limited to uses within an M-X-T Zone, which generates no more than 961 AM and 1,117 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein above shall require additional conceptual plan approval with a new determination of the adequacy of transportation facilities.**

The development program proposed in this revision will supersede that included in CSP-06001-01, and a new trip cap has been established for what is proposed in the subject application. In accordance with the Transportation Planning Section's review (Hancock to Bishop, December 31, 2018), the new trip cap is no more than 961 AM and 1,117 PM peak-hour vehicle trip. The trip cap condition has been carried forward and is included in the Recommendation section of this report.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans (TCP). A Type I tree conservation plan (TCPI) is part of the review of a CSP. The current plan is the sixth revision to TCPI-03-02. The site also has an overall Type II Tree Conservation Plan (TCPII-156-03).

- a. Natural Resources Inventory NRI-076-06-02 was submitted with the application. There is a primary management area (PMA) comprised of streams and wetlands, including their associated buffers, and floodplain. The forest stand delineation indicates the presence of two forest stands within Phase 2 of the project and four forest stands on the remainder of the property. The site has 27.67 acres of gross tract woodland and 6 specimen trees.
- b. Type I Tree Conservation Plan TCPI-03-02-06, as submitted, shows a woodland conservation threshold of 12.12 acres and a woodland conservation requirement of 22.38 acres. The woodland conservation worksheet must be updated to accurately reflect the site's requirement. Because permits have been issued for several phases of the overall project, off-site woodland conservation requirements have previously been met for the developed phases. The current Phase 2 woodland conservation requirement is shown to be met with a combination of on-site preservation and off-site mitigation, in accordance with previous versions of the plan. The plan requires technical changes to be in conformance with the WCO, and the appropriate conditions have been included in the Recommendation section of this report.

11. **Other site plan related regulations:** Additional regulations are applicable to site plan review that usually require detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:

- a. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. This CSP project has 82.74 acres in the M-X-T Zone that results in a required TCC of

8.2 acres for the entire site. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP for the project, when detailed information is available.

- b. **Prince George's County Landscape Manual:** The mixed-use project will be subject to the requirements of the Landscape Manual. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. Conformance with all of the applicable requirements of the Landscape Manual will be ensured at the time of approval of a DSP for the project, when detailed information is available.
12. **Referral Comments:** The subject case was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
- a. **Historic Preservation**—In a memorandum dated November 26, 2018 (Stabler to Bishop), incorporated herein by reference, the Historic Preservation Section noted that, based on a search of current and historic photographs and topographic and historic maps, as well as the location of currently known archeological sites, the probability of archeological sites on the property was low and recommended that the Planning Board approve CSP-06001-02, with no conditions.
 - b. **Community Planning**—In a memorandum dated December 13, 2018 (D'Ambrosi to Bishop), incorporated herein by reference, the Community Planning Division offered an in-depth discussion of the CSP's conformance with the East Glenn Dale Sector Plan and SMA and noted that sector plan conformance may be required at the time of subdivision.
 - c. **Transportation**—In a memorandum dated December 31, 2018 (Hancock to Bishop), incorporated herein by reference, the Transportation Planning Section noted that the CSP is within the established trip cap. Additionally, it was noted that the CSP proposes one access point for the development and, while acceptable for the CSP, the Transportation Planning Section encourages the applicant to explore additional points of vehicular access in future stages of development. In conclusion, the Transportation Planning Section found the CSP in conformance with the previous conditions, which will be addressed during later stages of review, and noted that on-site traffic circulation, while limited, was acceptable.
 - d. **Subdivision Review**—In a memorandum dated December 27, 2018 (Turnquest to Bishop), incorporated herein by reference, the Subdivision and Zoning Section provided an analysis of the relative PPS conditions of approval, including minor technical corrections that need to be made to the site plan, which have been incorporated into the Recommendation section of this report. Additionally, it was noted that a new PPS is required for the proposed development in Phase 2, and a PPS has been accepted and is currently under review. The pending PPS application (4-18012), if approved, will supersede all underlying PPS approvals for Phase 2.
 - e. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated December 12, 2018 (Sun to Bishop), incorporated herein by reference, DPR provided an analysis of the CSP's conformance with previous conditions

of approval and recommends approval of the CSP, subject to conditions that have been incorporated into the Recommendation section of this report, as appropriate.

- f. **Trails**—In a memorandum dated December 5, 2018 (Shaffer to Bishop), incorporated herein by reference, the Transportation Planning Section analyzed the CSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the East Glenn Dale Sector Plan and SMA (area master plan). It was noted that the submitted site plan generally complies with these regulations, in addition to the previous conditions of approval. Additionally, it was noted that further evaluation of the sidewalk network will be conducted at the time of PPS and DSP. Therefore, proposed conditions of approval were made to provide the required infrastructure improvements at the time of DSP or permit.
- g. **Environmental Planning**—In a memorandum dated December 28, 2018 (Reiser to Bishop), incorporated herein by reference, the Environmental Planning Section provided the following comments related to the application:

Regulated Environmental Features

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible. The on-site regulated environmental features include streams and their associated 75-foot-wide buffers, wetlands and their associated 25-foot-wide buffers, and 100-year floodplain.

Section 27-273(e)(15) of the Zoning Ordinance requires that all CSP applications include: “A statement of justification describing how the proposed design preserves and restores the regulated environmental features to the fullest extent possible.” No letter of justification was submitted as part of this application.

While no impacts to the PMA were identified by the applicant, there are several areas shown on the plan where development is proposed to either encroach on the PMA, or is within such close proximity that impacts would be likely for installation. It is not clear from the plans, as submitted, exactly what impacts would be needed.

No impacts were requested as part of this application. The TCPI is required to show the limits of disturbance (LOD) in accordance with Section 25-122(b) of the WCO. The LOD must not encroach into the PMA because no impacts have been requested. If any impacts are proposed with future development applications, a revised TCP with a letter of justification and exhibits, will be required.

Specimen Trees

Section 25-122(b)(1)(G) requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.”

A Subtitle 25 Variance application and a statement of justification dated August 29, 2018, in support of a variance to remove two of the six specimen trees located within Phase 2, were submitted. A full evaluation of the need to remove specimen trees has not been completed with the current CSP application because there are concerns regarding the location of the final LOD, with respect to potential PMA impacts and

woodland conservation areas. There are specimen trees located just outside of the PMA that have been requested to be removed. A full evaluation regarding specimen tree removal should be provided at a later stage of development review, when more detailed information is available.

Soils

The predominant soils found to occur according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Christiana-Downer complex, Fallsington sandy loam, Issue silt loam, Issue-Urban land complex, Russett-Christiana, Sassafras-Urban land, Urban Land-Beltsville, Urban land-issue, Urban land-Russett-Christiana, and Woodstown sandy loam complexes. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are present. According to the *Prince George's County Soils Survey*, the principal soils on the site are in the Christiana series.

The applicant submitted a preliminary geotechnical exploration report prepared by Geo-Technology Associates, Inc., dated June 29, 2018, due to of the presence of Christiana complexes; however, because the Christiana soils are complexes and not a continuous layer, and are not associated with steep slopes, the Christiana complexes are not a concern as a hazardous soil. No additional information regarding soils is needed.

- h. **Prince George's County Fire/EMS Department**—At the time of this writing, the Fire/EMS Department has not provided comments on the subject application.
 - i. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing, WSSC has not provided comments on the subject application.
 - j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, DPIE has not provided comments on the subject application.
 - k. **Prince George's County Police Department**—At the time of this writing, the Police Department has not provided comments on the subject application.
 - l. **Prince George's County Health Department**—At the time of this writing, the Health Department has not provided comments on the subject application.
 - m. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO has not provided comments on the subject project.
13. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP will, if approved with the proposed conditions below, represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a CSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

In a memorandum dated December 28, 2018, the Environmental Planning Section noted that no new impacts to regulated environmental features that are required to be protected under Section 27-276(b)(4) are proposed. Therefore, the regulated environmental features on the subject property appear to have been preserved and/or restored to the fullest extent possible. If any impacts are proposed with future development applications, a revised TCP with a letter of justification and exhibits, will be required.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-06001-02 and Type I Tree Conservation Plan TCPI-03-02-06 for Glenn Dale Commons, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:
 - a. Clarify the acreage of the CSP and the area of each proposed parcel in the general notes and on the plans.
 - b. Clearly label bearings and distances on all sheets of the plan.
 - c. Clearly mark and label all existing lots included in the subject site on the plans.
 - d. Revise the general notes to indicate all parcels and lots included in the CSP.
 - e. The following standards shall apply to the development:

Standards			
	SFA	SFD	TFA
Lot Size	1,800 sf	5,000 sf	N/A
Minimum width at front street R-O-W	N/A	50 feet	N/A
Minimum frontage on cul-de-sac	N/A	25 feet	N/A
Maximum lot coverage	N/A	60%	N/A
Minimum front setback from R-O-W	15 feet	20 feet*	7 feet
Minimum side setback	None	5 feet**	None
Minimum rear setback	None	20 feet**	None
Minimum corner setback to side street R-O-W	10 feet	12 feet	N/A
Maximum residential building height	50 feet	35 feet	50 feet
Minimum Green area	N/A	N/A	N/A

Footnote: Modifications to any of the standards may be permitted on a case-by-case basis by the Planning Board at the time of detailed site plan if circumstances warrant.

* To be determined at Detailed Site Plan review

** Garages may be as close as 4 feet

2. Revise the Type I tree conservation plan (TCPI), as follows:
 - a. Revise the woodland conservation worksheet to accurately reflect the site's requirement.
 - b. Show all proposed grading and utility connections.
 - c. Update the legend on all sheets to show proposed features, as well as existing.
 - d. Revise the sheet numbering to refer to the six sheets within the plan set.
 - e. Provide the standard QR code approval block for this conceptual site plan on all sheets of the plan set.
 - f. Provide the standard woodland conservation approval block, filled-in with all previous approval information, on all sheets of the plan set.
 - g. Revise TCP Note 1 to refer only to the current conceptual site plan as the companion case.
 - h. Count all woodland within existing and proposed public utility easements as cleared.
 - i. Remove the drainage divide symbol from the plan.
 - j. Remove off-site clearing associated with a proposed trail and provide the following note:

“Trail connections between Phase 2 and other phases of Glenn Dale Commons shall be determined during subsequent development review applications.”
 - k. Revise all woodland conservation areas to meet the minimum distance requirements per Section 25-122(b)(O) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
 - l. Have the revised plan signed and dated by the qualified professional preparing the plan.
3. Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed, as follows:
 - a. The front façade of the buildings oriented toward all public roadways and other side elevations fronting public roadways shall be treated as highly visible elevations, to include the following:
 - (1) A predominant use of brick and masonry, or any combination of both finish materials.
 - (2) Well-designed façades with regular and attractive patterns of fenestration. For the vertically mixed-use buildings, the ground level shall be predominantly store fronts.
 - (3) Use of architectural detail such as, but not limited to, tower elements, keystone arches, or decorative lintels on the elevations.

- (4) For the side elevations, a minimum of three architectural features shall be provided.
 - (5) A varied roofline.
- b. Provide adequate on-site recreational facilities to serve future residents, in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.
- c. Provide a trail connection from the proposed two-family attached dwelling units to Forbes Boulevard.
- d. Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.
- e. Provide full cut-off lighting fixtures.
- f. Explore the possibility of establishing a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among different pods of the proposed development.
- g. Provide standard sidewalks along both sides of all internal roads, excluding alleys.
- 4. Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420.00 to the Prince George's County Department of Public Works and Transportation for the placement of a bikeway sign(s) along Northern Avenue, designated a Class III bikeway. A note shall be placed on the final plat for payment to be received prior to issuance of the first building permit.
- 5. Prior to issuance of building permits for each residential unit, the applicant shall pay the applicable public safety surcharge.
- 6. Total development within the subject property shall be limited to permitted uses within the Mixed Use-Transportation Oriented Zone, which generates no more than 961 AM and 1,117 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein above shall require additional conceptual plan approval, with a new determination of the adequacy of transportation facilities.