



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

CONCEPTUAL SITE PLAN

CSP- 06001

Application	General Data
Project Name: Glenn Dale Commons Location: North of MD 193, east of Good Luck Road and west of Northern Avenue Applicant/Address: Douglas Development Corporation 702 H Street, N. W. Suite 400 Washington, D. C. 20006	Date Accepted: 10/4/2006
	Planning Board Action Limit: 12/7/2006
	Plan Acreage: 73.27
	Zone: M-X-T
	Dwelling Units: 950
	Square Footage: N/A
	Planning Area: 70
	Tier: Developing
	Council District: 04
	Municipality: N/A
	200-Scale Base Map: 210NE09

Purpose of Application	Notice Dates
Mixed Use Development consisting of 950 dwelling units and 426,716- square feet of existing office.	Adjoining Property Owners Previous Parties of Record Registered Associations: 7/6/2006 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 11/07/06

Staff Recommendation		Staff Reviewer: Lareuse	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

November 20, 2006

MEMORANDUM:

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Glenn Dale Commons
Conceptual Site Plan CSP-06001
Tree Conservation Plan TCPI/03/02-01

The Urban Design staff has reviewed the Conceptual Site Plan, CSP-06001, for Glenn Dale Commons. The plan proposes a mixed-use development consisting of existing office development and new residential development. Staff presents the following evaluation and findings leading to a recommendation of APPROVAL of the conceptual site plan with conditions for the site development proposed.

EVALUATION

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

- a. The requirements of the Zoning Ordinance in the M-X-T Zone.
- b. The 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area*.
- c. The Woodland Conservation and Tree Preservation Ordinance.
- d. The requirements of the *Landscape Manual*.
- e. Referrals.

FINDINGS

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

1. **Request:** The conceptual site plan proposes a development consisting of residential development and existing office development.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Office	Residential
Acreage	73.27	73.27
Area within 100 year floodplain	0	0
Net tract area	73.27	73.27
Dwelling Units	0	Multifamily—662 Townhouses—62 Two-family dwellings—152 Single family detached—74 Total = 950
Lots	9	79
Parcels	6	±12
Square Footage/GFA	426,716	±1,990,987
Floor Area Ratio (FAR) Based on 3,191,641 square feet of net tract area in the M-X-T Zone	0.13	0.62

3. **Location:** The site consists of approximately 73.27 acres of land in the MXT Zone and is located west and south of Northern Avenue, east of Glenn Dale Road and north of Greenbelt Road (MD 193). The property is located in Planning Area 70 within the 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area*

4. **Surroundings and Use:** To the north and east of the subject property, across Northern Avenue are single-family detached dwellings in the R-R Zone. To the south of the property, across Greenbelt Road are a shopping center and residential properties in the R-R Zone. To the west of the property is multifamily development in the R-18 Zone and to the northwest of the property is land in the I-1 and R-R Zones.

5. **Previous approvals:** On May 23, 2002, the Prince George's County Planning Board approved the Preliminary Plan for the 30.77-acre parcel of land known as Glenn Dale Business Campus, Lot 10 and 11, Block A and Parcel 10. Pursuant to PGCPB No. 02-109 (No. 4-02002), the preliminary plan was approved with eleven conditions.

The 2006 *Approved Sector Plan and Proposed Sectional Map Amendment for the East Glenn Dale Area* retained this property in the I-1 (Light Industrial) and I-3 (Planned Industrial) Zones. However, Resolution CR-23-2006 rezoned all parcels within this conceptual plan area to the M-X-T (Mixed Use-Transportation Oriented) Zone on March 28, 2006.

6. **Design Features:** The application includes property already developed as existing offices and proposes to develop vacant and developed properties with residential development. The plan proposes to demolish two existing office buildings in order to create more residential development. The project is basically a three-part development including multifamily dwellings for active adults, single-family detached, and a combination townhouse and two-family attached development.

The parcels most easterly of the site are proposed as an active adult project, which would include 662 dwelling units dispersed over two buildings. Parking is proposed as surface parking, with a

portion in traditional garages, and additional parking in a structured deck interior to one of the buildings. Landscaped courtyards are proposed with indoor and outdoor amenities including a pool, separate clubhouse, and greenhouse.

The single-family detached portion of the development is proposed as central to the development, designed around curvilinear streets. The plan indicates detached garages served by alleys and units close to the street.

The western portion of the site is proposed as a combination of townhouses and two-over-two units (as condominium) and is designed in a neo traditional manner. Parking is proposed entirely as surface parking and garage parking. A small area off to the side in a woodland area is proposed as a tot-lot.

M-X-T Zone Required Findings

7. **The proposed development is in conformance with the purposes and other provisions of this Division.**

Comment: This conceptual site plan for Glenn Dale Commons is in conformance with the requirements of Part 10, Division 2, of the Zoning Ordinance.

8. **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.**

Comment: The plan proposes the single-family detached development adjacent to northwestern Avenue, which is also a single-family detached development. The multifamily development will visually blend with the adjacent office building in regard to the mass and bulk of the building.

9. **The proposed development is compatible with existing and proposed development in the vicinity.**

Comment: The project will complement the existing development to the north by preserving this area as the single-family detached development of the site. The western side of the development consisting of townhouses and two-over-two units will provide a transitional area from the apartments to the subject property. The higher density active adult project will provide a visually compatible development with the existing office building to the east.

10. **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.**

Comment: The design of the buildings in mass and structure fit well into the site and provide for the development of a cohesive development in and among the existing structures on site.

11. **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.**

Comment: The applicant has stated that the project will be developed as separate entities, with separate plans of development moving forward as the project is marketed. Occupancy of the

community will be phased as construction of each building is completed. It appears that the development will be able to be self sufficient as each phase moves forward.

12. **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.**

Comment: The three distinct neighborhoods that are being created with this conceptual site plan will provide for convenient and accessible pedestrian systems within each. The interconnectivity of the pedestrians to each of the pods of development will provide access to the recreational facilities and trail around the stormwater management pond.

13. **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 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.**

Comment: The Transportation Planning Section has reviewed the conceptual site plan for conformance to the above.

On May 23, 2002, the Prince George's County Planning Board approved the Preliminary Plan for the 30.77-acre parcel of land known as Glenn Dale Business Campus, Lot 10 and 11, Block A and Parcel 10. Pursuant to PGCPB No. 02-109 (No. 4-02002), the preliminary plan was approved with eleven conditions, including the following, which relate to transportation;

3. Total development within the subject property shall be limited to 229,000 square feet of general office space or equivalent development which **generates no more than 458 AM or 424 PM peak-hour vehicle trips**. Any development with an impact beyond that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. At the time of final plat approval, the applicant shall dedicate a right-of-way along Northern Avenue of 30 feet from centerline as shown on the submitted plan.
5. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Lengthen the existing substandard right-turn lane along northbound Good Luck Road approaching MD 193 to the County Department of Public Works standards within the existing right-of-way.
 - b. Provide a double left-turn lane from eastbound MD 193 onto northbound Forbes Boulevard and restripe or provide extra pavement along Forbes Boulevard to accommodate two receiving lanes with two southbound lanes (one left-turn lane

and one right-turn lane, as currently exist). This improvement shall include any needed modifications to the traffic signal, signage, and pavement markings.

- c. Install (or fund the installation of) a bus shelter at the existing bus stop at MD 193 and Aerospace Drive, or at a location, which serves the subject site to be determined by the Transit Division of the County Department of Public Works and Transportation, in order to serve patrons of the T15 and T17 bus routes.
6. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the 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 the issuance of the first building permit.

On March 3, 1994, the Prince George's County Planning Board approved the Preliminary Plan for the 10.54-acre parcel of land known as Goddard Corporate Park, Lots 2-4. Pursuant to PGCPB No. 94-60© (No. 4-94002), the preliminary plan was approved with eleven (11) conditions, including the following which relate to transportation;

1. Prior to approval of the Final Plat of Subdivision, the applicant, his heirs, successors and/or assigns, shall obtain approval of a new Storm water Management Concept Plan for Lots 2-4.
2. Prior to the issuance of any building permits for construction in excess of 288,500 square feet or 577 AM peak hour trips, the applicant, his heirs, successors and/or assigns, shall post bond or other suitable financial guarantee with the State Highway Administration for the trail construction for MD 193 along this development's frontage.
3. Prior to the issuance of any building permit for construction in excess of 288,500 square feet or development which generates in excess of 577 AM peak hour trips for Goddard Corporate Park, the applicant, his heirs, successors and/or assignees, shall construct or bond to construct a six-lane cross-section of MD 193 from south of the MD 193/MD 564 intersection to north of MD 193/site entrance (or as otherwise determined by the State Highway Administration) as shown on Staff exhibit 3 (Transportation and Public Facilities Planning Division's copy of plan indicating area along MD 193 which is to be improved) as per State Highway Administration standards.

Growth Policy—Service Level Standards

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George's County. 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.

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds 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.

TRAFFIC IMPACT EVALUATION

Because the Glenn Dale Business Campus was originally approved with a trip cap, and the proposed development is projected to generate fewer trips than the previously approved development, a new traffic study was not required as part of the proposed application. The applicant did however, provided traffic data associated with the different uses being proposed. Those uses are as follows:

	Morning Peak Hour			Evening Peak Hour		
	In	Out	TOTAL	In	Out	TOTAL
By Right						
Glenn Dale Commons (229,000 sq. ft.: gen. office)	412	46	458	80	344	424
Proposed						
74 Single Family DU	11	45	56	44	23	67
218 Townhouse Units	31	122	153	113	61	
662 Elderly Housing Units	40	79	119	106	66	172
Difference (Proposed <i>less</i> By Right)	-330	200	-130	183	-194	-11

The results above indicate that the proposed application represents a reduction of 130 AM peak hour trips, and 11 PM peak hour trips.

STAFF REVIEW and COMMENTS

Regarding adequacy of transportation, based on the traffic projections that have been submitted by the applicant, staff is satisfied that neither of the trip caps established by previous Planning Board action will be exceeded.

Although the Glenn Dale Business Campus and the Goddard Corporate park, (Lots 2–4) preliminary plans were approved with several conditions, staff has no evidence that any or all of those conditions have been met. Consequently, all of the previous conditions of approval are still valid.

Based on the required findings above, staff concludes that the proposed development generally meets the code requirements provided that all of the previous conditions of approval are met.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section determines that the plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation if the application is approved with the following conditions:

- a. Total development within the subject property shall be limited to uses within an M-X-T zone which generates no more than 458 AM or 424 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
 - b. At the time of final plat approval, the applicant shall dedicate a right-of-way along Northern Avenue of 30 feet from centerline as shown on the submitted plan.
 - c. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - (1) Lengthen the existing substandard right-turn lane along northbound Good Luck Road approaching MD 193 to the County Department of Public Works standards within the existing right-of-way.
 - (2) Provide a double left-turn lane from eastbound MD 193 onto northbound Forbes Boulevard and restripe or provide extra pavement along Forbes Boulevard to accommodate two receiving lanes with two southbound lanes (one left-turn lane and one right-turn lane, as currently exist). This improvement shall include any needed modifications to the traffic signal, signage, and pavement markings.
 - (3) Install (or fund the installation of) a bus shelter at the existing bus stop at MD 193 and Aerospace Drive, or at a location which serves the subject site to be determined by the Transit Division of the County Department of Public Works and Transportation, in order to serve patrons of the T15 and T17 bus routes.
 - d. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the 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 the issuance of the first building permit.
14. **Conformance to the *Landscape Manual***—The plan is not in conformance to the *Landscape Manual*. The plan does not provide for sufficient land area to provide for the required bufferyards, based on the illustrative plan submitted. Prior to signature approval, the plan should be revised to correct the schedules on the plan and demonstrate conformance to Section 4.7 of the *Landscape Manual*.

Referrals

15. The Historic Preservation and Public Facilities Planning Section has reviewed the conceptual site plan and concluded that a Phase I archeological survey is not recommended for the above-referenced 72.91-acre property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates a low probability of archeological sites being on the subject property. Most of the subject property has previously been impacted by the construction of office buildings and grading. Two small parcels in the northeastern part of the property, containing approximately six acres, are still wooded, but a portion of the area has most likely been impacted by modern construction activities. The

applicant should be aware that there are several prehistoric archeological and historic sites in the vicinity of the subject property. Brookland M.E. Church/Dorsey Chapel (PG 70-028), a chapel built in 1900 to serve the African-American farming community of Brookland, lies just east of the subject property. The 1861 Martenet map also indicates a Mrs. Ward and S. Beall either on the subject property or adjacent to it. Prior to signature approval of the plan, it should be revised to locate each of the properties above and should be shown on all subsequent plans of development.

16. The State Highway Administration (SHA) provided the following comments on the CSP:

“We understand that this proposal represents a conceptual plan to develop 941 residential units and 214,969 square feet of commercial/office space on the north side of MD 193.

“We completed our review of the plan and support documents and offer the following comments:

- a. The subject property is located along westbound MD 193 (Greenbelt Road) just east of Good Luck Road. Our State Highway Location Reference Guide indicates that MD 193 is state owned and maintained. MD 193 is classified as a principle arterial with an annual average traffic of 39,375 vehicles per day.
 - b. Access to the site is proposed along Aerospace Road and Mission Drive. These roads are all maintained by Prince George’s County Public Works and Transportation. Therefore coordination with Mr. Dawit Abraham, Associate Director, Engineering Services Division, is necessary to determine the appropriate street connection.
 - c. The current plan shows all traffic from the development accessing MD 193 at two points. SHA requests that the developer look at the feasibility of providing access to Good Luck Road for the proposed single-family and medium density residential sites.
 - d. Given the size and location of the development SHA requests a traffic impact study be submitted to determine the impacts to the roadway network and the appropriate level of mitigation. SHA recognizes that some improvements may be needed at MD 193 at Good Luck, MD 193 at MD 564 and MD 564 at Springfield Road.
 - e. Improvements are currently being made to MD 193 at the Good Luck Road intersection by two developments (Eastgate Shopping Center and NASA). SHA requests that the developer analyze the proposed improvements to determine what impact, if any, the proposed development will have on the intersection capacity and the signal.”
17. The Environmental Planning Section has reviewed Conceptual Site Plan CSP-06001 and Type I Tree Conservation Plan TCPI/03/02-01, stamped as received on October 5, 2006. The Environmental Planning Section recommends approval of Conceptual Site Plan CSP-06001 and Type I Tree Conservation Plan TCPI/03/02-01, subject to conditions.

The Environmental Planning Section previously reviewed plans for the site when it was zoned I-1 and I-3 known as Glenn Dale Business Campus. The site was rezoned M-X-T in the East Glenn Dale sector plan in Amendment 6 of the District Council’s action of approval found in CR-23-2006 Draft-2. The Planning Board’s approval of the sector plan is found in Resolution No. 05-208.

One Type I tree conservation plan (TCPI/03/02) and two Type II tree conservation plans (TCPII/09/90 and TCPII/156/03) are associated with the site in previous approvals by the

Planning Board of Preliminary Plans of Subdivision 4-87050, 4-89019, 4-89100 and 4-02002. This proposal represents a -01 revision to TCPI/03/02. The first three preliminary plans do not have a TCPI associated with them because these predate the Woodland Conservation and Tree Preservation Ordinance in 1989. Planning Board conditions of approval for 4-02002 are found in Prince George's County Planning Board Resolution No. 02-109.

Portions of the overall site are developed with office buildings and off-street parking lots. Development of the remainder of the site is proposed under the M-X-T zone, which requires a conceptual site plan (CSP) and detailed site plan (DSP). The scope of review in CSP-06001 includes several existing office buildings to remain (one possibly for a school site) and two existing office buildings proposed to be demolished. New construction for retail, and three residential components: single- and multifamily attached dwellings (for townhouses and condominiums, the latter for active senior housing) and single-family detached dwellings, are proposed.

The property is located on the north sides of MD 193 and Aerospace Road, the south and west sides of Northern Avenue, and the west side of Forbes Boulevard. The site contains 79.92 acres and is zoned M-X-T. A review of the available information indicates that streams, wetlands and 100-year floodplain are found to occur on this property. Steep and severe slopes are found on-site; however, these are not associated with highly erodible soils. Ten soils series are found to occur, according to the Prince George's County Soil Survey. These include Beltsville, Christiana, Elkton, Iuka, Keyport, Plummer, Rumford, Sassafras, Sunnyside and Woodstown. The Beltsville, Elkton and Keyport soils all have K-factors of 0.43. The Elkton and Plummer soils are hydric. The Christiana, Elkton, Iuka and Keyport soils have development limitations with respect to high water tables, poor stability and impeded drainage in relation to house foundations and parking lots. The other soil series pose few difficulties to development. According to available information, Marlboro clay is not found to occur in the vicinity of this property. MD 193 is classified as a major arterial road and is a traffic noise generator and noise impacts are anticipated. There are no designated scenic and historic roads in the vicinity of this property. Based on available information from the Maryland Department of Natural Resources, Natural Heritage Program, no rare, threatened, or endangered species occur in the vicinity of this property. According to the adopted *Countywide Green Infrastructure Plan*, all three network features (Regulated Areas, Evaluation Areas and Network Gaps) are present on-site. This property is in the Folly Branch watershed of the Patuxent River basin, the East Glenn Dale sector plan area and the Developing Tier in the adopted General Plan.

East Glenn Dale Sector Plan

The 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area* was approved by the District Council in CR-23-2006. This sector plan includes 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 *Countywide Green Infrastructure Plan* and contains Regulated Areas, Evaluation Areas and Network Gaps. Of these three network features, the largest area or approximately half of the site is within a Network Gap which on this site is a developed area. Network Gaps are places where, if possible, additional linkages to the network should be explored. Because the site is already developed and the forest cover was removed some time ago, it would be difficult to re-establish a connection.

About one-fourth is within a designated Evaluation Area. The Evaluation Area has an approved tree conservation plan that allows for clearing and development of this area. Less than five percent of the subject property appears to be within a Regulated Area, which includes a small area of floodplain to the west of Northern Avenue. The floodplain area has been impacted by previous development and is proposed to be piped with the new development.

Most of the site has been cleared or developed in conformance with previously approved tree conservation plans; therefore, the three strategies cannot be implemented at this site. The site is isolated from significant areas of Evaluation or Regulated Areas within the network. No additional information regarding the Green Infrastructure Plan is required.

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 copy of the approved concept stormwater management plan and concept plan approval letter were submitted. The approval letter was issued by the Department of Environmental Resources (DER) on May 15, 2006 and is valid for three years from the date of issuance. The DER case number assigned to the concept plan is 15253-2006-00. The streams on the site and adjacent to the site have been previously impacted and most of them have been piped. There are two existing stormwater management ponds on the site that are designed to provide mitigation for the proposed development.

It appears no additional stormwater management facilities are required for the areas of new development and redevelopment.

The first strategy does not apply to this site because the stormwater eventually drains to piped systems. The second strategy should be addressed at the time of DSP review. Based on the limited proposed building footprint information shown on the CSP and TCPI, it appears strategy three will not be addressed because parking deck facilities are not proposed. The third strategy should be addressed at preliminary plan review or justification provided as to why it cannot be addressed.

Recommended Condition: Prior to approval of the DSP, the plans shall demonstrate how conservation landscaping techniques have been incorporated into the landscape plan.

Recommended Condition: As part of the submission package for preliminary plan review, a statement shall be included regarding how alternative parking methods such as parking decks have been incorporated into the design. If alternative parking methods are not part of the proposal, the statement shall provide justification as to why it is not addressed. The detailed site plan should utilize shared parking where appropriate, and reduce impervious surfaces, where possible.

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 the Detailed Site and Plan TCPII are reviewed, every effort must be made to incorporate these four strategies to implement Policy 3 at this site. Because a portion of the site is developed and another portion will be redeveloped, a quantitative analysis must be conducted regarding the ten percent tree coverage strategy to document the existing trees to be removed, the existing trees to remain at post development and the amount of tree canopy to remain.

Recommended Condition: At the time of the DSP, the landscape plan shall demonstrate how much tree cover currently exists on the site, how much tree cover is proposed to be removed and how much tree cover will remain on the site. The quantitative analysis shall demonstrate that at a minimum, ten percent tree cover shall be provided for each phase of development.

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.**

The scope of this proposal includes both new development and redevelopment of portions of the site. The DSP must demonstrate how Policy 4 and its strategies are implemented on this site.

Recommended Condition: As part of the DSP submission package, a statement shall be included that demonstrates how the project will use green building techniques that reduce energy consumption and utilize alternative energy sources.

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.**

There are no environmentally sensitive areas in vicinity of the site; however, efforts to reduce light pollution and intrusion into adjacent residential development should be addressed at the time of DSP review. Include details on the DSP showing the use and location of full cut-off optic lighting features.

Recommended Condition: At the time of DSP review, the DSP shall show the use and location of full cut-off optic lighting features.

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.**

No information regarding traffic noise impacts anticipated from MD 193, or a Phase I Noise Study, has been submitted. Residential uses (active senior living) are proposed on a portion of the site with frontage on the north side of MD 193. Both the CSP and current TCPI do not show the 65-dBA Ldn unmitigated noise contour in relation to MD 193. The unmitigated 65-dBA Ldn noise contour should be shown on future plans to determine traffic-generated noise impacts on proposed residential uses within a noise corridor.

Because a Phase I Noise Study was not submitted, Environmental Planning staff evaluated potential noise impacts and concluded that the unmitigated 65-dBA noise contour, based on a 10-year projection, is approximately 196 feet from the right-of-way centerline of MD 193. Neither the CSP nor the TCPI show the proposed building footprints for the active senior living

area; therefore, it cannot be determined whether the outdoor activity areas of these units will be shielded, or whether noise mitigation measures are required.

The noise contour projected by the noise model may be used or a Phase I noise study must be submitted with future cases, to show the location of the projected unmitigated 65 dBA Ldn noise contour in relation to MD 193.

Recommended Condition: As part of the submission package for the preliminary plan or the detailed site plan, whichever comes first, the plan and the TCPI shall show the unmitigated 65 dBA Ldn noise contour, either based on the noise model (196 feet from the centerline of MD 193) or based on a Phase I noise study.

Recommended Condition: The preliminary plan shall show conceptual locations of noise mitigation measures to ensure that in outdoor activity areas of residential structures within the 65 dBA Ldn noise contour noise levels are 65 dBA Ldn or less. Interior noise levels must be mitigated to 45 dBA Ldn or less. One method to ensure that these noise levels are met without mitigation is to place all residential structures outside the 65 dBA Ldn contour.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

- a. A current forest stand delineation (FSD) for the overall site was prepared in March 2006 and has been reviewed. The FSD reflects the existing conditions on-site as required. Five stands (Stands A–E) were identified along with one specimen tree. Stand A contains 2.90 acres, is dominated by immature hardwoods (sweetgum and red maple make up 71 percent of the species). This stand has a high priority retention rating due to the forest habitat values and because it is in vicinity of a stream. The specimen tree is located in Stand A and it is described as a 34-inch willow oak in poor condition. Stand B contains 2.07 acres and its dominant species include immature mixed conifers and hardwoods. Stand B has a moderate priority retention rating based on the forest habitat value and because of the presence of nearly mature Virginia pine. Stand C contains 1.53 acres and is dominated by early succession conifer and hardwoods, including sweetgum and Virginia pine. This stand has a low priority retention rating because it is not mature. Stand D contains 1.40 acres and is dominated by immature bottomland hardwoods. Willow oak, loblolly pine and red maple account for 77 percent of the trees tallied in a single sample point. Stand D has a high priority retention rating because of the presence of what appears to be a wetland area and good forest habitat values. Stand E contains 12.67 acres and is identified on the FSD only because it was previously shown on an approved FSD associated with TCPI/03/02. The stand has been cleared in accordance with approved TCPs.

Submittal of a current FSD is critical to the review of the existing trees/condition and how areas of on-site preservation can be retained.

Comment: An updated FSD will be required with the review of the natural resources inventory that is required for the preliminary plan submission.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because it has previously approved tree

conservation plans. A Type I tree conservation plan (TCPI) is part of the review of a conceptual site plan. The current plan has been reviewed and needs to be revised to meet the requirements of the ordinance.

TCPI/03/02 comprises most of the area in the overall gross tract therefore, the boundaries in TCPI/03/02 established in Preliminary Plan 4-02002 will include all lots and parcels previously outside of this area in an -01 revision to TCPI/03/02. Two parcels in Preliminary Plan 4-87050 have Type II Tree Conservation Plan TCPII/09/90 associated with them. The overall site should have one TCPII (TCPII/156/03) associated with it.

The current plan has a woodland conservation threshold (WCT) of 11.71 acres and a woodland conservation requirement of 20.91 acres. The plan shows this requirement to be met with 2.03 acres of on-site preservation, 1.24 acres of reforestation and 20.27 acres of off-site mitigation on another property for a total of 23.54 acres of woodland conservation. Due to the area of existing woodland previously associated with the site in TCPII/156/03 that has been cleared, most of the site's woodland conservation requirement was previously met with off-site mitigation.

Revise the legend to relabel the graphic symbol for "forest stand boundary" to read "existing tree line." Also in the legend there is a symbol for "on-site forest clearing area within 100-year floodplain;" however, this symbol is not on the plan. The qualified professional who prepared the plan did not sign and date it. The existing tree line should be shown as extending at least 100 feet from the site, especially in vicinity of Forbes Boulevard and Forbes Court. Provide a specimen tree table for the one specimen tree with the following information: tree number, size, species, condition, proposed disposition, comments and/or special preservation treatments recommended. Below the table, indicate how the one specimen tree was located (field located or surveyed).

The proposed building footprints for the three residential areas must be shown in order for a determination to be made, for example, whether sufficient cleared side yard area (20 feet) will be provided in relation to a proposed reforestation area north of Aerospace Road. Show all proposed building footprints on the TCPI.

Not all of the proposed conceptual grading has been shown and this is critical to making a determination whether or not the limits of disturbance shown are realistic.

The standard TCPI notes should be put on the plan to replace the notes labeled "Standard General Notes and Application Specific Notes."

In the M-NCPPC standard TCPI signature approval add the typed-in name of the Environmental Planning Section staff person who signed TCPI/03/02 and the date of approval (John Markovich, 6/20/02).

After all these revisions have been made, have the qualified professional who prepared the plan sign and date it.

Recommended Condition: Prior to certificate approval of the CSP, the TCPI shall be revised as follows:

- a. Revise the legend to relabel the graphic symbol for “forest stand boundary” to read “existing tree line.” Show the area with a symbol in the legend for the “on-site forest clearing area within 100-year floodplain.”
 - b. Show the existing tree line to extend at least 100 feet off the properties in vicinity of Forbes Boulevard and Forbes Court.
 - c. Provide a specimen tree table with the following information: tree number, size, species, condition, proposed disposition, comments and/or special preservation treatments recommended. Below the table, indicate how the one specimen tree was located (field located or surveyed).
 - d. Show all conceptual building footprints to include a minimum of 20 feet of cleared side yard in vicinity of the proposed townhouses and the proposed reforestation area north of Aerospace Road.
 - e. Show all the proposed conceptual grading.
 - f. Replace the notes labeled “Standard General Notes and Application Specific Notes” with the standard TCPI notes.
 - g. In the M-NCPPC signature approval block, provide the name typed in for the original signature approval and the date of the previous approval.
 - h. After all these revisions have been made, have the qualified professional who prepared the plan sign and date it.
18. In response to the Conceptual Site Plan, the Department of Public Works and Transportation (DPW&T) offers the following:
- a. The parcels are located at the intersection of Aerospace Road and Hubble Drive and Mission Drive and MD 193. Frontage improvements and right-of-way dedication in accordance with DPW&T’s commercial and industrial roadway standards are required.
 - b. Frontage improvements along Forbes Boulevard, Aerospace Road, and Hubble Drive are to include full width mill and overlay, curb and gutter, sidewalk, street lights, street trees and a closed drainage system.
 - c. Frontage improvements and right of way dedication along Northern Avenue is to be in accordance with DPW&T’s residential roadway standards.
 - d. 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.
 - e. Conformance with street tree and street lighting standards is required.
 - f. All storm drainage systems and facilities are to be in accordance with DPW&T’s and the Department of Environmental Resources’ requirements.

- g. Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
 - h. A soils investigation report that includes subsurface exploration and geotechnical engineering evaluation for public streets is required.
 - i. An access study shall be conducted by the applicant and reviewed to determine the adequacy of access point(s) and the need for acceleration/deceleration and turning lanes.
19. The application was sent to the Department of Parks and Recreation. Their comments are attached and one condition is included in the recommendation section.
 20. The CSP represents 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.

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 CSP-06001, APPROVE TCPI/03/02-01, and The following conditions are recommended:

1. Prior to approval of a detailed site plan, a new preliminary plan of subdivision for the proposed residential development shall be approved.
2. At the time of preliminary plan of subdivision, a traffic evaluation for the MD 193/Mission Drive intersection shall be done by the applicant and submitted to staff.
3. Total development within the subject property shall be limited to uses within an M-X-T zone which generates no more than 458 AM or 424 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. At the time of final plat approval, the applicant shall dedicate a right-of-way along Northern Avenue of 30 feet from centerline as shown on the submitted plan.
5. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted for construction through the operating agency s access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Lengthen the existing substandard right-turn lane along northbound Good Luck Road approaching MD 193 to the County Department of Public Works standards within the existing right-of-way.
 - b. Provide a double left-turn lane from eastbound MD 193 onto northbound Forbes Boulevard and restripe or provide extra pavement along Forbes Boulevard to accommodate two receiving lanes with two southbound lanes (one left-turn lane and one right-turn lane, as currently exist). This improvement shall include any needed modifications to the traffic signal, signage, and pavement markings.

- c. Install (or fund the installation of) a bus shelter at the existing bus stop at MD 193 and Aerospace Drive, or at a location, which serves the subject site to be determined by the Transit Division of the County Department of Public Works and Transportation, in order to serve patrons of the T15 and T17 bus routes.
6. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the 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 the issuance of the first building permit
7. Prior to certificate approval of the DSP, a statement shall be submitted that demonstrates how conservation landscaping techniques have been incorporated into the landscape plan.
8. As part of the submission package for preliminary plan review, a statement shall be included regarding how alternative parking methods such as parking decks have been incorporated into the design. If alternative parking methods are not part of the proposal, the statement shall justify why it is not addressed.
9. At least 30 days prior to any Planning Board hearing on the DSP, the landscape plan shall provide a table stating how much tree cover currently exists on the site, how much tree cover is proposed to be removed and how much tree cover will remain on the site. The quantitative analysis shall demonstrate that at a minimum, ten percent tree cover shall be provided.
10. As part of the DSP submission package, a statement shall be included that demonstrates how the project will use green building techniques that reduce energy consumption and utilize alternative energy sources.
11. At the time of DSP review, the DSP shall show the use and location of full cut-off optic lighting features.
12. As part of the submission package for the preliminary plan, the plan and the TCPI shall show the unmitigated 65 dBA Ldn noise contour, either based on the noise model (196 feet from the centerline of MD 193) or based on a Phase I noise study.
13. The preliminary plan shall show conceptual locations of noise mitigation measures to ensure that in outdoor activity areas of residential structures within the 65 dBA Ldn noise contour noise levels are 65 dBA Ldn or less. Interior noise levels must be mitigated to 45 dBA Ldn or less. One method to ensure that these noise levels are met without mitigation is to place all residential structures outside the 65 dBA Ldn contour.
14. Prior to certificate approval of the CSP, the TCPI shall be revised as follows:
 - a. Revise the legend to relabel the graphic symbol for “forest stand boundary” to read “existing tree line.” Show the area with a symbol in the legend for the “on-site forest clearing area within 100-year floodplain.”
 - b. Show the existing tree line to extend at least 100 feet off of the properties in vicinity of Forbes Boulevard and Forbes Court.

- c. Provide a specimen tree table with the following information: tree number, size, species, condition, proposed disposition, comments and/or special preservation treatments recommended. Below the table, indicate how the one specimen tree was located (field located or surveyed).
 - d. Show all conceptual building footprints to include a minimum of 20 feet of cleared side yard in vicinity of the proposed townhouses and the proposed reforestation area north of Aerospace Road.
 - e. Show all the proposed conceptual grading.
 - f. Replace the notes labeled “Standard General Notes and Application Specific Notes” with the standard TCPI notes.
 - g. In the M-NCPPC signature approval block, provide the name typed in for the original signature approval and the date of the previous approval.
 - h. After all these revisions have been made, have the qualified professional who prepared the plan sign and date it.
15. Prior to signature approval, the plan shall be revised to demonstrate conformance to Section 4.7 of the *Landscape Manual*.
16. The following standards shall apply to the development:

Standards

	SFA	SFD	MF	
Lot Size	1,800 sf	6,000-10,000 sf	N/A	
Minimum width at front street R-O-W***	N/A	50 feet*	N/A	
Minimum frontage on cul-de-sacs	N/A	30 feet*	N/A	
Maximum lot coverage	400 sf yard area**	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	15 feet	N/A	
Maximum residential building height	40 feet	35 feet	50	
Minimum Green area	NA	NA	60 %	

Footnote: Variations to 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.

17. Prior to signature approval of the plan, the Brookland M.E. Church/Dorsey Chapel (PG 70-028), and the Mrs. Ward and S. Beall sites shall be shown on the plan. The sites shall also be shown on all subsequent plans of development.
18. The applicant shall provide private recreational facilities as determined appropriate at the time of review of the detailed site plan, and the recreational facilities shall be constructed in accordance with the standards outlined in the Park and Recreation Facilities Guidelines.

19. The illustrative plan shall be revised to delete the two single family detached units located near the stormwater management pond in order to provide a adequate room for recreational facilities adjacent to the pond.
20. The illustrative plan shall be revised to provide for a central recreational area within the townhouse and two-over-two section of the development that is a minimum of 200 by 150 foot open space area to accommodate a recreational facility. The townhouse and two-over-two development shall be a gated community with private recreational facilities for those residents use only.
21. The plans shall be revised to clearly indicate a minimum 60-foot landscape buffer and a minimum 75-foot building setback between the proposed community and Northern Avenue. The buffer and setback shall be measured from the public utility easement along Northern Avenue.
22. At the time of the first detailed site plan, the plan shall include a plan for the enhancement of the existing stormwater management pond parcel located at the intersection of Hubbell Drive and Aerospace Avenue.