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DETAILED SITE PLAN

DSP- 02052

Application	General Data
Project Name: Fairwood, Phase 1, Community Recreation Area Location: South side of Annapolis Road (MD 450), approximately 1,400 feet east of its intersection with Enterprise Road (MD 193), north of Fairwood Parkway Applicant/Address: The Rouse Company 10275 Little Patuxent Parkway Columbia, MD 21044	Date Accepted: 11/07/2002
	Planning Board Action Limit: Waived
	Plan Acreage: 5.34+
	Zone: M-X-C
	Dwelling Units: NA
	Square Footage: NA
	Planning Area: 71A
	Council District: 6
	Municipality: NA
	200-Scale Base Map: 206NE11

Purpose of Application	Notice Dates
COMMUNITY BUILDING, POOL, TENNIS COURTS, AND ASSOCIATED PARKING AND LANDSCAPING	Adjoining Property Owners: 11-13-02 (CB-15-1998)
	Previous Parties of Record: 01-17-03 (CB-13-1997)
	Sign(s) Posted on Site: 02-28-03
	Variance(s): Adjoining Property Owners: N/A

Staff Recommendation		Staff Reviewer: Liz Whitmore	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Elizabeth Whitmore, Senior Planner

SUBJECT: Detailed Site Plan DSP-02052
Alternative Compliance, AC-03003
Fairwood Community Area

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

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

- a. Conformance to Comprehensive Sketch Plan CP-9504.
- b. Conformance to Preliminary Plan 4-00057.
- c. Conformance to Final Development Plan FDP-0001.
- d. Conformance to Detailed Site Plan DSP-02001.
- e. Referrals

FINDINGS

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

- 1. This detailed site plan is limited to a portion of the land to be dedicated to the homeowners' association in Phase I, Part 2 A. The site encompasses approximately 5.34 acres of land in the M-X-C Zone, which is to become the community recreation area that includes a swimming pool, tennis and volleyball courts, pool house, kiosks, and associated parking. No residential or commercial components are included in this submission, nor any land to be dedicated to the Department of Parks and Recreation. The subject site is located approximately 1,600 feet east of the intersection of MD 450 and Fairwood Parkway.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-C	M-X-C
Use(s)	Vacant	Community Recreation Area
Acreage	5.34	5.34
Lots	N/A	N/A
Parcels	A-E, Block H	A-E, Block H
Square Footage/GFA	0 square feet	6,679 square feet

Other Development Data

***Parking**

Required	89 spaces
Provided	105 spaces

*The applicant is proposing 105 parking spaces. Of these 105 spaces, 28 are located partially in the public right-of-way. The Department of Public Works and Transportation indicated by e-mail on January 8, 2003 (Beckert to Whitmore) that the 28 spaces located within the public right-of-way are not acceptable. Without concurrence from the Department of public works and Transportation, these parking spaces should be relocated entirely on-site or should be removed from the plan. Condition 1.a in the Recommendation Section of this report addresses this concern.

3. The preliminary plan for subdivision the subject property, 4-00057, was approved with conditions by the Planning Board on January 4, 2001 (adopted on January 25, 2001, PGCPB No. 01-07). The detailed site plan is in general conformance with the preliminary plan. The following conditions of the preliminary plan require discussion:

3. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan #8322664-2000-01.

Comment: The Department of Environmental Resources has provided staff with a stormwater management concept approval letter. The letter states that the site's quantity control stormwater management is provided by Pond #2 (8004831-1997) and Pond #1 (8004835-1997), which were approved on November 27, 2002, with an expiration date of June 30, 2004.

8. At the time of detailed site plan, the applicant shall provide alternative alignment and construction options that evaluate the proposed PMA impacts on Lots 1 and 2, Block K due to driveway construction.

Comment: The submitted plan does not include Lots 1 and 2 of Block K.

4. The comprehensive sketch plan for the subject property, Fairwood CP-9504, was approved with conditions by the District Council on February 24, 1997. The following conditions of CP-9504 require comment:

6. Development within the subject property under Phase I shall be limited to a total of 1,000 dwelling units, 100,000 square feet of retail space, and 250,000 square feet of office and institutional uses, or any combination of these or other permitted uses which generate no more than 1,145 AM and 1,276 PM peak-hour trips as

determined under the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, as revised in April 1989.

Comment: The subject application proposes 6,679 square feet of structures intended for “other permitted uses” (recreation), which is well under the cap of 350,000 square feet. See Finding #8 for further discussion.

5. The final development plan, FDP-0001, and detailed site plan DSP-02001 for infrastructure were approved with conditions by the Planning Board on January 4, 2001 and March 21, 2002 and adopted January 25, 2001 (PGCPB No. 01-09) and April 11, 2002 (PGCPB No. 02-56), respectively. The subject application has been found to be in conformance with FDP-0001 and DSP-02001.
6. Section 27-546.07(c) of the Zoning Ordinance requires that, in addition to the findings required for the Planning Board to approve a detailed site plan (Part 3, Division 9), in the M-X-C Zone the Planning Board shall also find:
 1. **The proposed development is in conformance with the purposes and other provisions of the M-X-C Zone which include but are not limited to: a comprehensively planned community with a balanced mix of residential, commercial, recreational and public uses; a system of flexible development standards; varying lot sizes that will encourage dwelling types so as to provide housing for a spectrum of incomes, ages, and family structure; preservation of significant open spaces.**

Comment: This submission is for the community recreation area and in conjunction with previous approvals is another step in fulfilling the provisions of the M-X-C Zone that require a comprehensively planned community with a balanced mix of uses.

2. **The arrangement and design of buildings and other improvements and the mix of uses reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.**

Comment: The submitted plans, which encompass Block H, Parcels A-E represent the community recreation area, located at the terminus of the promenade. The location and design of the recreational facilities, architecture, and landscaping represent a high standard of quality being set for non-residential structures within the Fairwood community. If subsequent detailed site plans maintain the quality of design, architecture, and landscaping shown in the subject application, this will help to ensure a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

Comment: The submitted plan, in combination with previously approved infrastructure and detailed site plans, provides a pedestrian system that is designed to encourage pedestrian activity through provision of sidewalks and an extensive trail system. Subsequent infrastructure and/or detailed site plans will continue to ensure that a comprehensively design pedestrian system is provided.

4. **In areas of development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, the quality of urban design, and other amenities, such as types and textures of materials, landscaping and screening, street furniture, and lighting, both natural and artificial.**

Comment: The subject application provides gathering places for the users of the community recreation area. The placement of the facilities will create a dynamic center for the users of the recreation amenities. The architecture is of high quality. The roof of the pool house employs fiberglass shingles that resemble slate. The facades include a brick water table and an exterior insulation finishing system (EIFS) that is beige. Entrance columns and double doors with sidelights add to the high quality of the pool house. Associated accessory pavilions reflect the architecture of the pool house. The proposed landscaping in general reflects significant attention to high quality urban design.

5. **The detailed site plan is in general conformance with the approved final development plan. Where not defined in an approved development plan, the design standards of the zone most compatible with the M-X-C Zone shall be applicable.**

Comment: The subject detailed site plan for the community recreation area is in general conformance with Final Development Plan FDP-0001 in terms of the location of the non-residential area and community uses.

7. The Environmental Planning Section, in a memorandum dated December 3, 2002 (Markovich to Whitmore), had the following comments:

“This property is subject to the requirements of the Prince George’s County Woodland Conservation Ordinance because the gross tract is over 40,000 square feet, there is more than 10,000 square feet of existing woodland, and there will be more than 5,000 square feet of woodland clearing. A Type I Tree Conservation Plan (TCPI/22/97) was approved in conjunction with Preliminary Plan of Subdivision (4-00057) and a Type II Tree Conservation Plan (TCPII/20/02) was approved in conjunction with Detailed Site Plan (DSP-20001).

“DSP-02052 has been evaluated for conformance with TCPII/20/02 and found to be consistent with the previously approved plan. No woodlands or Woodland Conservation Areas will be disturbed as a result of this plan revision.”

8. The Urban Design Section has reviewed the subject detailed site plan and has found that in general the plans are acceptable. Staff is of the opinion that the chain link fencing proposed (six-foot-high chain link) around the pool and volleyball area is not in keeping with the exceptionally high quality of the proposed architecture. Parcel A and Parcel G of Block D north and west, respectively, of the subject site are nonresidential areas. Another residential area is located east of the subject site. The site plans indicate that the other residential area will be developed in the future as multifamily housing. Since other residential areas may include townhouses, apartments, and condominiums, staff is concerned that the view from the other residential portion to the subject site be as attractive as possible. Staff recommends that this fencing be replaced with a more architecturally pleasing treatment, such as wrought iron, as is provided at the entrance to the Fairwood community.

The proposed community building/pool house is 26.6 feet in height and is of exceptionally high quality. The roof is proposed to be covered with fiberglass shingles that simulate weathered slate. The facades include a red brick veneer water table and an exterior insulation finish system (EIFS) that is beige. The front elevation includes beige entrance columns and double doors with sidelights. "Crème"-colored fascia boards are included on all four elevations, as well as double hung windows. Two chimneys are indicated on the elevations; it should be noted that these chimneys do not represent fireplaces within the pool house. The associated accessory pavilions reflect the architecture of the community/pool house building. Staff has found the proposed architecture acceptable; however, the plans should be revised to include the roof pitches on all elevations.

9. The Transportation Planning Section, in a memorandum dated December 30, 2002 (Masog to Whitmore), provided the following comments:

"On site circulation is acceptable. The general plan layouts conform to the underlying preliminary plans.... There are several prior applications, which contain a number of transportation-related conditions. The status of these conditions is summarized below:

"CP-9504

"Condition 4: This condition requires a determination of the feasibility of the proposed alignment for Church Road. The condition was met during previous reviews of subdivisions.

"Condition 5: This condition concerns conformity between the Fairwood plans and the adjacent Westwood plan concerning the alignments for Church Road and Hillmeade Road. The condition was met at the time of subdivision.

"Condition 6: This condition sets a total level of development for Phase I. This application involving the community facilities is the initial application for nonresidential space and proposes 6,679 square feet of structures, which easily conforms to the cap of 350,000 square feet.

"Condition 7: This conditions prescribes improvements at the MD 450/Bell Station Road/site entrance. The phasing of these improvements was determined at the time of the final development plan, and their provision will be enforced in accordance with that determination.

"The subject property is required to make roadway improvements in the area pursuant to a finding of adequate public facilities made in 1997 for Preliminary Plan of Subdivision 4-97024 and Final Development Plan FDP-9701. This finding was supported by a traffic study submitted in 1997. Insofar as the basis for that finding is still valid, and in consideration of the materials discussed earlier in this memorandum, the transportation staff can make a finding that the subject property is in general conformance with the approved final development plan, and with other previously approved plans."

10. The Subdivision Section, in a memorandum dated January 1, 2002 (Chellis to Whitmore), provided the following comments:

"The lotting pattern is consistent with the approved Preliminary Plan of Subdivision 4-00057, PGCPB Resolution No. 01-07. The applicant has proposed parking within the

right-of-way. Transportation Planning should note the adequacy of Commodity and Commerce Row to serve the development.”

11. The Department of Parks and Recreation, on January 6, 2003 (Asan to Whitmore), verbally indicated that the plans are acceptable as submitted.
12. The Community Planning Division found that the proposed detailed site plan raised no master plan issues.
13. The Transportation Planning Section, Trails Coordinator, has determined that the submitted detailed site plan is in conformance with the prior approval (4-00057) for trail and sidewalk facilities.

15 Landscape Manual Conformance: The interior of the Fairwood development is exempt from Section 4.7, Buffering Incompatible Uses, of the *Landscape Manual*. It should be noted that interior buffers are reviewed on a case-by-case basis when plans are submitted that would normally require a bufferyard. However, the remaining sections of the *Landscape Manual* do apply to Fairwood. The subject application meets all the requirements of the *Landscape Manual* except for Section 4.3, Parking Lot Requirements.

The applicant has submitted an application for Alternative Compliance AC-03003. The application is currently under review as of the writing of this staff report. The Alternative Compliance Committee reviewed the application and provided the following analysis and recommendation for the Planning Director’s review:

Alternative Compliance is requested for Section 4.3(a) of the *Landscape Manual*.

BACKGROUND:

The property is located at Commodity Row Drive and Commerce Row Drive on the north side of Fairwood Parkway, in the Fairwood Subdivision. The use of the property is identified as the recreation community area. The applicant is seeking approval to build a community pool, tennis and volleyball courts, a tot-lot, and a community building in the M-X-C Zone. The designated surrounding uses include multifamily to the east and commercial retail/office to the north and east (vacant).

The applicant’s justification statement asked for alternative compliance for Section 4.3, which requires a ten-foot-wide parking lot landscaped strip when a parking lot is located adjacent to a public right-of-way.

Section 4.3(a), Landscaped Strip Requirements (along Commodity and Commerce Row Drives)

REQUIRED:

Commodity Row Drive

Linear feet of parking lot	175 feet
Landscaped strip:	10 feet
Plant units:	5 shade trees
	50 shrubs

Commerce Row Drive

Linear feet of parking lot	125 feet
Landscaped strip:	10 feet
Plant units:	4 shade trees
	36 shrubs

PROVIDED:

Commodity Row Drive

Linear feet of parking lot	175 feet
Landscaped strip:	10 feet
Plant units:	5 shade trees
	50 shrubs

Commerce Row Drive

Linear feet of parking lot	125 feet
Landscaped strip:	10 feet
Plant units:	4 shade trees
	36 shrubs

JUSTIFICATION OF RECOMMENDATION:

Section 4.3(a), Landscape Strip Requirements, requires a minimum ten-foot-wide landscaped strip between the right-of-way and the parking lot with a minimum of one shade tree and ten shrubs per 35 linear feet of frontage. These parking bays are unique in that a portion of each parking space is located within the public right-of-way. The balance of the parking spaces and a sidewalk are located where the required landscape strip would typically be required. It should be noted that the subject application was referred to the Department of Public Works and Transportation (Beckert to Whitmore by e-mail) and that department has not authorized the subject parking spaces in their current configuration. The 10-foot-wide landscape strip should be provided behind the sidewalk, and all plant materials should be provided and the appropriate Landscape Schedules should be added to the plan. This alternative is found to be equal to or better than what would be achieved under the strict requirement of the *Landscape Manual*.

RECOMMENDATION:

The Alternative Compliance Committee recommends APPROVAL with conditions of alternative compliance pursuant to Sections 4.3(a) of the *Landscape Manual*. Condition 1.e in the Recommendation section addresses these concerns.

15. At the time of the writing of the staff report, The City of Bowie and the Enterprise Road Corridor Development Review District had not responded to the referral request.
16. The detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE DSP-02052, and AC-03003 subject to the following conditions.

1. Prior to signature approval, the following revisions to plans shall be made or information supplied:
 - a. The applicant shall provide written documentation from the Department of Public Works and Transportation that the proposed 28 parking spaces located partially within the public right-of-way are acceptable. In the event that DPW&T does not grant permission for these spaces to be located within the public right-of-way, the 28 parking spaces shall be removed and relocated entirely within the subject property, so that the plans indicate the on-site parking at a minimum of 89 parking spaces.
 - b. The plans shall be revised to indicate that the land use designation for Parcels 'A' and 'G' of Block D are nonresidential.
 - c. The six-foot-high chain-link fence shall be removed from the plans. A fence with masonry piers at least 12 feet on center with a brick wall approximately two feet high with wrought iron fencing (or equal), in keeping with the main entrance feature, shall be added to the plan.
 - d. The architecture shall be revised to include the roof pitches of the pool house and associated pavilions.
 - e. The plans shall be revised to include a 10-foot-wide landscape strip including the required landscaping behind the parking spaces located partially within the public right-of-way.